



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

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Transportation  
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MEETING NO. 1

# REGIONAL COUNCIL

*Thursday, February 6, 2020*  
*12:15 p.m. – 2:00 p.m.*

**SCAG MAIN OFFICE**  
**900 Wilshire Blvd., Ste. 1700**  
**RC Board Room**  
**Los Angeles, CA 90017**  
**(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees)

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### RC - Regional Council *Members – February 2020*

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- 35. Hon. Paul Krekorian**  
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- 36. Hon. John Lee**  
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- 37. Randall Lewis**  
Business Representative, Non-Voting Member
- 38. Hon. Marisela Magana**  
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- 57. Hon. Jim Predmore**  
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- 66. Hon. David Ryu**  
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- 67. Hon. Meghan Sahli-Wells**  
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- 68. Hon. Ali Saleh**  
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- 69. Hon. Tim Sandoval**  
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- 70. Hon. Sonny Santa Ines**  
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- 72. Hon. Zak Schwank**  
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- 73. Hon. Lyn Semeta**  
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- 74. Hon. David Shapiro**  
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- 75. Hon. Emma Sharif**  
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**80. Hon. Jess Talamantes**  
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**81. Hon. Steve Tye**  
Diamond Bar, RC District 37

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

**83. Hon. Donald Wagner**  
Orange County

**84. Hon. Herb Wesson**  
Los Angeles, RC District 57

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

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – RC Board Room  
Los Angeles, California 90017  
**Thursday, February 6, 2020**  
**12:15 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 Bill Jahn, President)*

### **PRESENTATION ITEM**

1. California High-Speed Rail Authority - Update Page 11  
*(Brian P. Kelly, Chief Executive Officer, CHSRA)*

### **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **ACTION/DISCUSSION ITEM**

2. Resolution No. 20-618-1 Regarding Regional Funding for Housing Page 17  
*(Kome Ajise, Executive Director, SCAG)*

### **RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

### **RECOMMENDED ACTION FOR CEHD:**

For Information Only – No Action Required

### **RECOMMENDED ACTION FOR EEC AND TC:**

Receive and File

### **RECOMMENDED ACTION FOR REGIONAL COUNCIL:**

Adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

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### CONSENT CALENDAR

#### Approval Items

- |  |          |
|--|----------|
| 3. Minutes of the Meeting - November 7, 2019   | Page 32  |
| 4. SCAG Staff Participation in the POCACITO in Germany 2020 Program, March 1-7, 2020   | Page 48  |
| 5. 2020 State and Federal Legislative Platform   | Page 51  |
| 6. ACA 1 (Aguiar-Curry) – Voter Approval Threshold   | Page 61  |
| 7. SB 45 (Allen) - Climate Change Resiliency Bond Act of 2020  | Page 65  |
| 8. SB 795 (Beall, McGuire, Portantino) - Affordable Housing & Community Development Investment Program                         | Page 70  |
| 9. Regional Safety Targets 2020  | Page 73  |
| 10. SCAG Memberships and Sponsorships  | Page 97  |
| 11. Contract Amendment: Contract 20-002-C01, Board Counsel Services  | Page 101 |
| 12. Contracts \$200,000 or Greater: 20-043-C01, to Laptops, Associated Hardware, as well as four (4) years of Hardware Support | Page 103 |
| 13. Contracts \$200,000 or Greater: 20-016-C01, City of Ojai Maricopa Highway Demonstration Project                            | Page 110 |
| 14. Contracts \$200,000 or Greater: 19-062-C01, North Paramount Gateway Plan   | Page 127 |
| 15. Contract Amendment Greater than \$75,000: 19-002-C01, Disadvantaged Communities Planning Initiative                        | Page 144 |

#### Receive and File

- |   |          |
|---|----------|
| 16. Supplemental Analysis of Adopted Draft RHNA Methodology   | Page 164 |
| 17. State HCD Review Findings of SCAG's Draft RHNA Methodology  | Page 177 |
| 18. Fiscal Year (FY) 2018-19 External Audit   | Page 183 |
| 19. February State and Federal Legislative Update   | Page 189 |
| 20. Advancement of the Growth Vision for Connect SoCal  | Page 197 |
| 21. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999 | Page 216 |
| 22. CFO Monthly Report  | Page 240 |

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**BUSINESS REPORT**

*(Randall Lewis, Ex-Officio Member)*

**PRESIDENT'S REPORT**

*(The Honorable Bill Jahn, President)*

- Recap of SCAG Delegation Participation in Study Tour of Road Usage Charges in Australia/New Zealand, January 18-26, 2020
- Welcome New Members

**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  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kome Ajise, Executive Director, Executive Management,  
(213) 236-1835, Ajise@scag.ca.gov

**Subject:** California High-Speed Rail Update

**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**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:**

***Brian Kelley, Chief Executive Officer of the California High-Speed Rail Authority (CHSRA), will provide an update and status on the California High-Speed Train (HST) project, including the Southern California High-Speed Rail Memorandum of Understanding (MOU) which commits \$1 billion towards improving existing commuter rail and intercity passenger rail infrastructure in the SCAG Region***

**BACKGROUND:**

Connect SoCal, SCAG’s draft 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), includes Phase 1 of the HST project linking the San Francisco Bay Area, Central Valley, and Los Angeles and Anaheim, together with an additional \$1 billion in early investments in the Metrolink commuter rail system and Los Angeles-San Diego-San Luis Obispo (LOSSAN) passenger rail corridor. This commitment to HST Phase 1 and the \$1 billion in early investments is outlined in the MOU with CHSRA and Southern California transportation agencies, approved by the Regional Council on February 2, 2012.

HST Progress and Developments

Current Construction Activity. Civil construction work is underway in the San Joaquin Valley along a 119-mile HST segment between the cities of Madera and Shafter north of Bakersfield which began in 2015. This construction work is divided between three design-build construction packages being performed by three contractor teams, and needs to be completed by December 2022 per federal grant agreement requirements. Also, an RFP was released in mid-December 2019 for track and systems installation along this segment which includes installation of two mainline tracks by July

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2022 and installation and testing of all signal, communications and electrical systems for high-speed rail operations. A recap of 2019 construction progress can be found here: [https://www.youtube.com/watch?v=qfvQ7F\\_ec80&feature=youtu.be](https://www.youtube.com/watch?v=qfvQ7F_ec80&feature=youtu.be)

2019 Project Update Report. In May, 2019, CHSRA released its Project Update report to the California State Legislature. This document updated the 2018 Business Plan and reflects a new direction from the Governor's Office. It changes the boundaries of the initial operating segment (IOS) from the 2018 CHSRA Business Plan. The new proposed IOS is from Merced to Bakersfield via Fresno, a 171-mile segment, with revenue service anticipated towards the end of 2028. This northern extension to Merced allows for connections to existing and future commuter and inter-city rail services. The implementation date of the Phase 1 segment from San Francisco to Los Angeles and Anaheim remains unchanged at 2033. As with the 2018 Business Plan, the Project Update Report does not discuss the Phase 2 system from San Francisco to Sacramento and Los Angeles to San Diego, which is un-funded. The draft 2020 Business Plan is scheduled for release in February 2020.

#### Southern California Sections

In the SCAG region environmental work is progressing on four of the five Southern California segments: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles and Los Angeles to Anaheim. By 2022, the full 520-mile Phase 1 system will be environmentally cleared. In addition, Virgin Trains (XpressWest) intends to break ground on its Victorville to Las Vegas high-speed service as early as this year and should be well into construction by 2022. Caltrain corridor electrification from San Jose to San Francisco will be close to completion and these services together with the 171 miles of HST under construction in the Central Valley will result in 350 miles of electric high-speed rail under construction in California at that time. Toward this effort, CHSRA, Virgin Trains, CalSTA and Caltrans have executed an MOU that aims to share planning activities and information on future high-speed operations and evaluate opportunities to connect the XpressWest and CA HST between Palmdale and Victorville. Following is more detail on HST alignments and environmental clearance for the Southern California segments.

#### Bakersfield to Palmdale

This segment will run from Bakersfield to Palmdale via the "Bakersfield Gap" generally along the Union Pacific freight single track through the Tehachapi Mountains. Currently, the planned Palmdale HST station is located about 900 feet south of the existing Palmdale Transportation Center that serves Metrolink and Antelope Valley Transit Authority. The Draft EIR/EIS document is expected in January 2020, and the Final EIR/EIS document is expected in February 2021.

#### Palmdale to Hollywood Burbank Airport

This section will run from the relocated Palmdale Transportation Center to the Hollywood Burbank Airport North station. This segment is 38 miles long and the state-preferred alternative adopted in

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2018 roughly follows SR 14, and is completely underground within the Santa Clarita City limits. The Draft EIR/EIS document is expected in February 2020, and the Final EIR/EIS document is expected in August 2021.

#### Hollywood Burbank Airport to Los Angeles

This section will run from the Hollywood Burbank Airport North station to L.A. Union Station. The state preferred alternative is approximately 14 miles long and will operate on the existing LOSSAN Corridor. The Draft EIR/EIS document is expected in February 2020, and the Final EIR/EIS document is expected in January 2021.

#### Los Angeles to Anaheim

This section will run from L.A. Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC). The state-preferred alternative is approximately 30 miles in length and will operate on the existing LOSSAN Corridor. The Draft EIR/EIS document is expected in November 2020, and the Final EIR/EIS document is expected in December 2021.

#### Los Angeles to San Diego (Phase 2)

This section will run from L.A. Union Station to the San Diego Airport Intermodal Transportation Center. This alignment will be through the San Gabriel Valley and Inland Empire running about 170 miles. Phase 2 includes several alternative alignments including I-10 and SR 60 in the San Gabriel Valley and I-15 and I-215 in the Inland Empire. Work on this section is in close coordination with the Southern California Inland Corridor Group that includes transportation agency stakeholders along the corridor including SCAG. Work on draft EIRs/EISs for this section has not begun.

#### Project Costs and Funding

Project costs are estimated to be a range of \$10.9 to \$13.5 billion for the 119-mile Central Valley segment, \$17.9 to \$22.1 billion for the 171-mile Merced to Bakersfield segment, \$25.1 to \$36.8 billion for the Silicon Valley to Central Valley segment (San Jose to Bakersfield) and \$63.2 to \$98.1 billion for the full Phase 1 system. Below is a discussion on funding.

**Federal Funding.** CHSRA received approximately \$3.5 billion in federal funding commitments to complete environmental review for the 520-mile Phase 1 system and to construct the 119-mile Central Valley Segment between Madera and Shafter. The \$2.5 billion in ARRA funding was fully expended before the statutory deadline of September 30, 2017 in compliance with the FRA grant requirement. However, in May 2019, the Federal Railroad Administration (FRA) announced it would de-obligate \$929 million of the \$3.5 billion in funding due to CHSRA having failed to make “reasonable progress” in meeting its federal commitments. Additionally, FRA indicated that it was exploring remedies to reclaim previous ARRA reimbursements and terminate the ARRA grant.

**Proposition 1A.** In 2008, California voters approved Proposition 1A, which provided \$9.95 billion for high-speed rail planning and construction and for regional connectivity projects. Of this, \$9.0 billion was allocated to the California HST, with the balance allocated to Caltrans for local high-speed rail connectivity projects. In 2012, the Legislature appropriated Proposition 1A funds through SB 1029 for the Central Valley Project, bookend projects (Northern and Southern California) and for Phase 1 environmental review costs.

**Cap-and-Trade.** To reduce greenhouse gas (GHG) emissions in California, the California Legislature authorized the development of a trading system of carbon emissions allowances, also known as the Cap-and-Trade Program. The California Air Resources Board implements the program and oversees the quarterly auctions. In 2014, CHSRA received two one-time allocations of Cap-and-Trade funding totaling \$650 million. In addition, the Legislature voted to continuously appropriate 25 percent of annual Cap-and-Trade funds for the HST going forward.

In July 2017, the Legislature approved AB 398. This legislation implemented several measures to stabilize the Cap-and-Trade Program and extended the program's sunset date through 2030. Since AB 398 was passed, the auctions began to yield more consistent results, providing a more stable funding stream. As of February 2019, the Authority had received \$2.6 billion in Cap-and-Trade funds, which includes the initial \$650 million appropriation and quarterly funds since August 2015. In total for 2019, CHSRA received \$762 million in Cap-and-Trade funding. The 2018 Business Plan has estimated a range of annual Cap-and-Trade funding of \$500 to \$750 million, which through the year 2030 results in total available federal and state funding of a range of \$20.4 to \$23.4 billion.

#### Southern California High-Speed Rail Memorandum of Understanding (MOU)

In 2012, the Regional Council included Phase 1 of the HST in the 2012 RTP/SCS under a "blended approach" to delivering high-speed rail that involved improving existing commuter and passenger rail facilities in the region as part of a phased implementation strategy that would reduce costs and environmental impacts while providing local and regional connectivity to the new HST system. This commitment was formalized in an MOU between CHSRA, Southern California Regional Rail Authority (SCRRA), SCAG, San Diego Association of Governments (SANDAG), Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and the City of Anaheim.

The MOU includes a candidate project list to which \$1 billion of Prop 1A and other funds will be programmed in order to provide interconnectivity to the HST project and improve the speed, capacity, operational efficiency and safety of the existing passenger rail network. An MOU Working Group, under the guidance of the regional Chief Executive Officers (CEOs) of the county transportation commissions and SCAG, met over several months in 2012 and developed the project list using agreed-upon criteria. The list includes 74 projects totaling about \$3.9 billion in project costs. While this is well over the \$1 billion MOU funding, it represents a comprehensive project list

that shows the need for capital improvements to improve speed and service for our region's existing rail network as well as to deliver the blended approach. To date, the CHSRA has committed \$500 million in Proposition 1A funding for the two projects detailed below.

**Rosecrans/Marquardt Grade Separation:** The intersection of Rosecrans and Marquardt Avenues along the LOSSAN Corridor is an at-grade rail crossing located in the City of Santa Fe Springs. This grade crossing is along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision freight line which is part of its transcontinental mainline, in addition to the LOSSAN corridor's busy Amtrak Pacific Surfliner and Metrolink's Orange County and 91/Perris Valley Lines. BNSF has mostly completed triple tracking between downtown L.A. and Fullerton, but this location remains a choke point with the existing double track. This intersection has been rated by the California Public Utilities Commission (PUC) as the most hazardous grade crossing in California and more than 130 trains and more than 52,000 vehicles use this crossing each day. The rail track has a diagonal configuration at the intersection which has led to a high rate of incidents. This project is fully funded under State's Section 190 Program, Proposition 1A, Measure R and the BNSF Railway. Total project cost is \$156.4 million, and the CHSRA has committed \$76.7 million to this project. This project is now beginning the construction phase and has a completion date of 2023.

**Link Union Station (US):** Link US is the top MOU project due to its regional significance and benefit to all Southern California counties. Los Angeles Union Station was originally designed as a "stub" rail facility, with tracks only flowing northward out from the station. This only allows for a "push/pull" trainset arrangement that results in significantly longer schedules as train crews have to switch to the cab car if the locomotive pulled in and southbound trains must first travel north out of the station before they can continue on in a southerly direction. The resulting increase in locomotive idling time also significantly adds to air pollution and greenhouse gas emissions. Run-thru tracks will be built to extend out of the south of Union Station and across the U.S. 101 Freeway to connect with the main tracks along the Los Angeles River. These additional tracks will increase Union Station's capacity by 40 percent to 50 percent, enabling the scheduling of many more through trains with improved running times as well as sharply reducing air pollution and greenhouse gas emissions from idling locomotives. In September 2018, CHSRA signed a MOU with Metro for the Link US project, committing a total of \$423 million to the project. The environmental review process was completed in June 2019 and Metro is moving in to the construction phase. The project will be built in two phases, totaling roughly \$3 billion with a completion date of 2028.

**NEXT STEPS:**

SCAG staff will continue to work with the MOU partner agencies to advance the MOU projects under the direction of the regional CEOs, and will continue to provide regular updates to the Transportation Committee and Regional Council on CA HST developments.

**FISCAL IMPACT:**

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Staff work related to this project is included in the current OWP under Work Element No. 140.00121.02.





Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Executive/Administration Committee (EAC)  
Community, Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kome Ajise, Executive Director, Executive Management,  
(213) 236-1835, Ajise@scag.ca.gov  
**Subject:** Resolution No. 20-618-1 Regarding Regional Funding for  
Housing

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

**RECOMMENDED ACTION FOR CEHD:**

For Information Only – No Action Required

**RECOMMENDED ACTION FOR EEC AND TC:**

Receive and File

**RECOMMENDED ACTION FOR REGIONAL COUNCIL:**

Adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

***The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production in order to***

**OUR MISSION**

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

**OUR VISION**

*Southern California’s Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

*meet housing needs as determined by the sixth Regional Housing Needs Assessment (RHNA). Up to \$47.5 million is available for SCAG under the Regional Early Action Planning Program (REAP) for eligible activities. SCAG recommends to adopt a resolution and authorize SCAG to apply for advance funding for up to twenty-five (25) percent, or \$11.9 million, the maximum allowed for initial early application.*

**BACKGROUND:**

The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production in order to meet housing needs as determined by the sixth cycle Regional Housing Needs Assessment (RHNA). There are two programs created under AB 101, which are administered by the California Department of Housing and Community Development (HCD): the Local Government Planning Support Grants Program (LEAP) and the Regional Early Action Planning Program (REAP) (Health and Safety Code Sections 5015 – 5015.5). A total of \$250 million is available Statewide to fund both programs.

The LEAP program intended to provide funding directly to jurisdictions to support local planning efforts and process improvements to facilitate compliance and increase housing production. Cities and counties are authorized to form partnerships with other units of government, including SCAG, where the effort will directly affect land use or development within the participating jurisdiction(s). There are a variety of eligible uses of LEAP funding by jurisdictions, including education and outreach, rezoning strategies and environmental clearance, improving local ordinances that promote housing, surplus sites development, performing infrastructure planning, and covering technical assistance costs associated with eligible activities. Statewide, \$125 million is available for jurisdictions on an over-the-counter basis for applications due by July 1, 2020 under the LEAP program. The LEAP Notice of Funding Availability was issued by HCD on January 28, 2020 for over-the-counter applications that are due July 1, 2020. Cities and counties are eligible for the following maximum LEAP grants from HCD, based on 2018 population, totaling \$50.9 million region-wide:

<u>Population Range</u>	<u>Maximum Grant \$</u>
>/= 750,000	1,500,000
300,000 - 749,999	750,000
100,000 - 299,000	500,000
60,000 - 99,000	300,000
20,000 – 59,999	150,000
<20,000	65,000

The REAP program is intended to provide funding to designated councils of governments including SCAG to accelerate housing production through regional programs and providing funding to local jurisdictions based on criteria developed by SCAG. Of the \$125 million available statewide for the

REAP program, SCAG is eligible to apply for up to \$47,471,023 in one-time funding. Eligible activities overlap with activities outlined in the LEAP program and can be used to supplement or support LEAP-funded activities along with those awarded using Senate Bill (SB) 2 Planning Grants.

### Eligible Activities

State Health and Safety Code 50515.02 provides specific eligible uses under the REAP program:

- Education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional housing needs allocation and housing element updates;
- Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs, expressly including:
  - Developing or improving an accessory dwelling unit ordinance
  - Establishing a workforce housing opportunity zone
  - Establishing a housing sustainability district
- Revamping local planning processes and tools to track and speed up housing production/process improvements that expedite local planning and permitting
- Performing infrastructure planning, including sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Strategy for increasing adoption of best practices that promote sufficient supply of housing affordable to all income levels
- Establishing regional or countywide housing trust fund for affordable housing
- Performing feasibility studies to determine the most efficient locations to site housing
- Covering the costs of technical assistance, temporary staffing or consultant needs associated with eligible activities

Several of these eligible activities are also specifically expressed as eligible activities for LEAP funding programs and SB 2 Planning grants. SB 2 Planning Grants, separate from AB 101, provide non-competitive funding and technical assistance to local jurisdictions to prepare, adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. A chart of these eligible activities as specified in statute is attached to this report. REAP funds can be used to supplement ongoing or planned activities under these other programs since one of the primary objectives of the REAP program is to accelerate housing production. Additionally, other related activities may be eligible under REAP but have not yet been specifically addressed by HCD. SCAG staff will continue to update stakeholders of eligible activities to stakeholders as it becomes available.

### SCAG Regional Early Action Planning Program (REAP)

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SCAG staff presented a brief overview of AB 101 funding at the October 3, 2019 Community, Economic and Human Development (CEHD) Committee as an information item. As part of the overview, staff identified three main phases of REAP through the end of the program: (1) Outreach and Program Development; (2) Draft Program Framework and Guideline Development and; (3) Program Implementation.

### **Survey of Current and Future Funding Priorities**

The first phase of REAP is outreach and program development and to ensure that the goals of SCAG's REAP program align with the needs of jurisdictions, SCAG staff conducted a brief survey in January 2020, which was distributed to city and county managers and planning directors. The intent of the survey was to gather information on the structure of housing program implementation at the local level and the various priorities for housing funding for jurisdictions. Fifty-three (53) jurisdictions, or 27 percent, provided responses to the survey.

In regard to current funding priorities, the survey revealed a number of top priorities for jurisdictions. These include:

- Education, engagement and outreach (32%)
- Planning for housing-supportive infrastructure (15%)
- Performing feasibility studies (11%)

Other ranked priorities include technical assistance, streamlining local environmental clearance for housing, and streamlining planning and permitting. To implement these activities, jurisdictions indicated that they desired support or technical assistance from HCD, SCAG, and the Governor's Office of Planning and Research (OPR).

Additionally, SCAG staff interviewed a number of subregional agencies to discuss housing funding priorities at the subregional level and housing goal implementation through various funding mechanisms. Currently, one of the subregions has already developed environmental streamlining tools at the subregional level and would like to extend the tools to cover additional measures, which can be used to streamline housing projects at the local level.

Another subregion interviewed provided an overview of their plans to establish a subregional housing trust fund; the Legislature has authorized several in recent years. As part of the passage of AB 101 funding, establishing regional housing trust funds has been specifically identified as a possible activity eligible for funding.

SCAG will incorporate the survey results in developing the Housing Program Framework for REAP and its related funding priorities. The main priorities indicated by survey respondents will be folded

into some of the program areas proposed in the early application for REAP funding, as discussed in the following section.

### **Draft Program and Funding Framework**

At the October 3, 2019 CEHD Committee meeting, SCAG staff identified several draft program areas and funding categories for REAP grant funding. Based on this discussion, SCAG staff has developed a draft Program Framework with Program Objectives and Major Funding Elements, which is attached to this report. In order to advance the identified priorities, SCAG staff will be submitting an early application for REAP funding, pending CEHD Committee and Regional Council action.

### **Early Application for REAP Funding**

The REAP program includes an option for the designated councils of governments, including SCAG, to submit an early application for up to twenty-five (25) percent of the maximum amount it is eligible for – (\$47.5 million for SCAG), or \$11,867,755. The early advancement of funding is intended to jumpstart housing planning activities at the regional and local levels, and for costs of the 6<sup>th</sup> cycle RHNA underway. A portion of the funds may also be sub-contracted for eligible activities.

SCAG staff is proposing an Early Action Plan to apply for the 25 percent share to cover the cost of the 6<sup>th</sup> cycle RHNA Methodology and Allocation process, as well as, to fund the program development costs and some initial work associated with refining and delivering the Draft Program as described above. This would include developing a comprehensive outreach and community engagement program, procuring consultant support to develop guidelines for a direct allocation program, creating new funding categories within SCAG's 2020 Sustainable Communities Program to be issued this summer to support housing preservation and production, and conducting preliminary research and GIS analysis to identify opportunities and barriers to housing production in priority growth areas. The Early Action Plan also includes establishing an Early Action Fund to be leveraged with public and private funds to pilot and spread innovative practices, including by hosting a Housing Innovation Challenge.

A resolution authorizing the application for initial funding by the Regional Council is required prior to submitting an application. Pending recommendation from the CEHD Committee and approval from the Regional Council, SCAG staff will submit an application for the full 25 percent in advance of REAP funding in order to accelerate these key elements. A draft resolution for initial funding is attached to this staff report.

In regard to the full REAP program, SCAG will continue to refine the core elements of the larger framework and will update the Regional Council, CEHD, and stakeholders, in advance of seeking the full funding allocation. The application for the balance of eligible REAP funds must be submitted by COGs by January 31, 2021.

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### Next Steps

The 6<sup>th</sup> Cycle RHNA process will be completed by October 2020. SCAG staff will continue to participate in regular calls both with HCD staff, and with CalCOG and HCD, to obtain further details and information regarding the eligible activity and other program requirements and process to apply for the full REAP funding, as well as technical assistance for pending housing element updates implementing the RHNA.. While HCD has indicated that the full guidelines for REAP funding will not be released until at least February, the consistent communication between SCAG and HCD will help SCAG prepare and further develop the Housing Program Framework for REAP.

All funds administered under AB 101, including both LEAP and REAP, must be expended by December 31, 2023. Annual reports for use of the REAP funds, along with a final report on the expenditure of funds, including an evaluation of jurisdiction actions taken to support the use of funds and impacts on housing production, will be due to HCD, for reporting to the Legislature, from SCAG by the end of 2024. SCAG staff will provide more updates and information to the Regional Council, CEHD Committee, and stakeholders as they become available.

### **FISCAL IMPACT:**

Current work on the Regional Housing Needs Assessment is included in the current FY 19-20 General Fund Budget (800.0160.03: RHNA). There is no immediate fiscal impact for the tasks proposed under these funds. When awarded, the AB 101 REAP funds will be programmed in the Overall Work Program (OWP).

### **ATTACHMENT(S):**

1. Resolution 20-618-1
2. Housing Program Framework
3. SB 2\_LEAP\_REAP
4. REAP survey.docx



RESOLUTION NO. 20-618-1

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

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

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

REGIONAL COUNCIL OFFICERS

- President Bill Jahn, Big Bear Lake
First Vice President Rex Richardson, Long Beach
Second Vice President Clint Lorimore, Eastvale
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, the State of California (the "State"), Department of Housing and Community Development ("Department") is authorized to provide up to \$125,000,000 to Councils of Governments and Fiscal Agents of Multiagency Working Groups under the Regional Early Action Planning grant program (REAP), the regional component of the Local Government Planning Support Grants Program (as described in Health and Safety Code section 50515.02);

COMMITTEE CHAIRS

- Executive/Administration Bill Jahn, Big Bear Lake
Community, Economic & Human Development Peggy Huang, Transportation Corridor Agencies
Energy & Environment Linda Parks, Ventura County
Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Department issued a Notice and Request for Advance Allocation on October 10, 2019 for Regional Early Action Planning grants available to Councils of Government and Fiscal Agents of Multiagency Working Groups;

WHEREAS, Applicant is a Council of Governments or Fiscal Agent of a Multiagency Working Group eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code section 50515.02(d)(3) to develop and accelerate the implementation of the requirements contained in the Council of Governments or Multiagency Working Group's application pursuant to Health and Safety Code section 50515.02(d)(1) including the development of an education and outreach strategy related to the sixth cycle regional housing need allocation;

WHEREAS, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and Local Government Planning Support Grant Recipients; and

NOW, THEREFORE, BE IT RESOLVED, THAT the Applicant is hereby authorized and directed to request an advance allocation not to exceed \$11,867,755 (up to 25% of the amount allocated pursuant to Health and Safety Code section 50515.02(b) consistent with the methodology described in 50515.03(a)).

Attachment: Resolution 20-618-1 [Revision 1] (Resolution No. 20-618-1 Regarding Regional Funding for Housing)



**BE IT FURTHER RESOLVED THAT:**

1. The Executive Director of the Southern California Association of Governments is hereby authorized to execute the Advance Allocation Request, on behalf of the Applicant as required by the Department for receipt of REAP funds;

2. When the Applicant receives an advance allocation of REAP funds in the authorized amount of \$ 11,867,755 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.02(d)(1), as approved by the Department and in accordance with all REAP requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant and the Department; and

3. The Executive Director of the Southern California Association of Governments is hereby authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$11,867,755, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP advance allocation, the Applicant obligations related thereto, and all amendments the Department deems necessary and in accordance with REAP.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of February, 2020.

\_\_\_\_\_  
William "Bill" Jahn  
President, SCAG

Attested by:

\_\_\_\_\_  
Kome Ajise  
Executive Director

Approved as to Form:

\_\_\_\_\_  
Justine Block  
Deputy Legal Counsel



## SCAG: DRAFT Regional Housing Program Framework

### Program Objectives

- Advance Connect SoCal growth vision
- Link to 6<sup>th</sup> Cycle RHNA allocation; compliance
- Maximize funding allocations; Expend funding
- Complement and increase competitiveness for state funding programs, including by increasing number of “prohousing local policies” cities who receive preference in state programs.
- Build longer term capacity to address housing issues, including by:
  - Facilitating compliance with state housing law
  - Strengthening regional/sub-regional partnerships, collaborations and funding models
  - Establishing regional/subregional vision that marries housing/transportation objectives

### Preliminary Program Areas

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#### *Early Action Items (SCAG/AB 101 Funded)*

- **Stakeholder Engagement (Fall/Winter):** Survey, focus groups, President’s Housing Taskforce to gain input on program elements
- **Opportunity Analysis (May 2020)**—Consultant study analyzing barriers/opportunities to development in Connect SoCal Priority Growth Areas. Deliverables: Lit Review; Case Studies, Development Check-list.
- **Housing Innovation Challenge & Showcase (May 2020)**—Pending partnership with foundation to identify, showcase innovative planning, funding, or production models through competitive Call for Solutions (open to public, private, non-profit)
- **Collaborate, Align Regional Housing Initiatives**—Partner to form Regional Housing Steering Committee. Coalition of coalitions focused on leaders in public, private, non-profit sector.
- **RHNA Methodology/Allocation**—Reimburse staff expenses associated with 6<sup>th</sup> Cycle.

#### *Core REAP Program Elements (AB 101 Funded)*

- 1. Housing Planning & Policy Education & Local Leadership Development**
  - Policy Committees, Workshops, Trainings on RHNA, Housing Elements, Best Practices
  - Public Education Materials
- 2. Direct Allocations tied to RHNA Methodology**
  - **Sub-regional/City Partnerships Focused on Housing Element Updates**
    - Examples: Local/Regional Housing Elements, Model Ordinances, Uniform Standards
  - **Job-Transit-Housing Acceleration Fund**
    - Direct Allocation to jurisdiction with highest allocations of Existing Need
    - TOD Partnerships—Metrolink, County Transportation Commissions
- 3. Competitive Program: Expand/Augment Local Planning Technical Assistance Program**
  - **Example Categories:** Housing Supportive Infrastructure, EIFD, Parking Reform, 743, Smart Permitting System, Civic Engagement Plans
- 4. Regional Action Plan (Connect SoCal/RHNA alignment)**
  - Priority Growth Area Capacity Analysis & Data Tools to Support Housing Element Updates
  - Beyond Siting/Zoning: Regional Funding Models, Public Education Campaign, Etc...

**Eligible Statutory Uses of Housing Planning Funds  
Pursuant to SB 2 (2017) and AB 101 (2019)\***

	<b>Eligible Use or Topic</b>	<b>SB 2 H&amp;S 50470</b>	<b>LEAP H&amp;S 50515.03.</b>	<b>REAP H&amp;S 50515.02**</b>
<b>A</b>	Education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional needs allocation and housing element updates		X	X
<b>B</b>	Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs; Expressly including: <ul style="list-style-type: none"> <li>• Developing or improving an accessory dwelling unit ordinance</li> <li>• Establishing a workforce housing opportunity zone pursuant to Article 10.10, commencing with Gov. Code Section 65620</li> <li>• Establishing a housing sustainability district pursuant to Ch. 11, commencing with Gov. Code Section 66200.</li> </ul>	X	X  X  X  X	X
<b>C</b>	*Completing environmental clearance to eliminate the need for project-specific review.	X	X	
<b>D</b>	Revamping local planning processes and tools to track and speed up housing production/ process improvements that expedite local planning and permitting.	X	X	X
<b>E</b>	Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents.		X	X
<b>F</b>	*Partnering with other local entities to identify and prepare excess property for residential development		X	
<b>G</b>	Strategy for increasing adoption of best practices that promote sufficient supply of housing affordable to all income levels	X		X
<b>H</b>	Establishing regional or countywide housing trust fund for affordable housing			X
<b>I</b>	Performing feasibility studies to determine the most efficient locations to site housing			X
<b>J</b>	Covering the costs of technical assistance, temporary staffing or consultant needs associated with eligible activities	X	X	X
<b>K</b>	Other	X	X	X
	<b>Expenditure Deadline</b>	2022	2023	2023

Priority Policy Areas for Accelerating Housing Production

- Rezone to Permit By-right
- Expedited Processing
- Objective Design and Development Standards
- Specific Plans or Form-based Codes Coupled with CEQA Streamlining
- Accessory Dwelling Units or Other Innovative Building Strategies
- Housing Related Infrastructure Financing & Fee Reduction Strategies

\*Note that determination of whether some uses specified as eligible uses pursuant to SB or LEAP may also be eligible uses for the REAP program is yet pending determination by HCD.

\*\* Sub-allocation of funds must be used for housing-related planning activities, including, but not limited to permitting processes, tracking systems, planning tools; housing trust funds for affordable housing; infrastructure planning; and feasibility studies .(H&S 50515.02(f)).

# REAP Survey

## Survey Introduction

SCAG wants to know how we can best support your jurisdiction in planning for housing. The 2019-20 Budget Act appropriated funds for two new one-time programs to provide regions and jurisdictions with grants for local planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment (RHNA), to increase housing planning and accelerate housing production.

Under the **Local Government Planning Support Grants Program**, there are two separate appropriations – one for local governments directly (LEAP), and the **Regional Early Action Planning Program (REAP)** to be administered by councils of governments or specified regional entities. More information on LEAP and REAP can be accessed [here](#). A portion of the REAP funds will support RHNA processes of COGs, including completion of SCAG’s pending RHNA.

Your feedback is solicited in a brief survey to support establishing priorities for use of the REAP funds within the SCAG region, within the statutorily eligible uses. **This survey should take no longer than 10 minutes to complete.** Please consider the highest needs within your local government for the REAP funds. Consider them relative to the SB 2 or LEAP funds your jurisdiction may also receive for related planning activities, and accommodating the RHNA for your jurisdiction’s housing element update and any related implications for updating other general plan elements. Please submit your survey answers no later than Wednesday, January 22, 2020.

SCAG is considering multiple options and can administer the funds through a combination of technical assistance, competitive funding opportunities to counties, consultants or entities serving multiple jurisdictions, and through limited direct allocations to local governments. The planning activities are to accommodate the development of housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.

HCD will issue Notices of Funding Availability (NOFAs) for each of these programs in the spring of 2020; these short-term funds must be expended by the end of 2023 and require subsequent reporting to the Legislature. These programs compliment the SB 2 Planning Grants most jurisdictions were eligible to apply for in 2019, and which have been or are currently being awarded by HCD (see [Accelerating Housing Production](#)).

We look forward to receiving your survey responses by January 22, 2020. If you have any questions about this survey or would like more information on SCAG’s Housing Program, please email [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

## REAP Survey

1. Please type the name of your jurisdiction (optional): \_\_\_\_\_
  
2. This survey is being completed by, or on behalf of, which of the following?
  - Community Development or Planning Director
  - City Manager or other city or county administrator
  - Planner
  - Community Development or planning support staff
  - Other (please specify): \_\_\_\_\_
  
3. Estimate the approximate size of the Community Development, Planning, or Housing Department or other staff of your jurisdiction with housing-related responsibilities:
  - 0 – 2
  - 3 – 5
  - 6 – 10
  - 11- 24
  - 25 – 50
  - > 50
  
4. When was your jurisdiction’s most recent comprehensive or substantial General Plan update, including concurrent update of at least the land use, transportation, safety and housing elements?
  - Within the last 4 years (after January 2016)
  - 5-9 years ago ( 2011 – 2015)
  - 10-14 years ago (2006 - 2010)
  - 15-19 years ago (2000 – 2005)
  - Over 20 years ago (prior to 2000)
  - Don’t know
  
5. Of the recent legislative changes in State housing laws, as well as related general plan update provisions, rank your jurisdiction’s areas of greatest need for information or best practices (e.g. webinars, brochures, public information campaign, etc.)?
  - Housing element requirements
  - General plan update requirements, e.g., safety, environmental justice, conservation
  - Annual Progress Reporting requirements
  - Permit processing, Housing Accountability Act
  - Accessory Dwelling Units
  - Development standards restrictions
  - Residential development impact fees
  - Density bonus law
  - Inclusionary zoning
  - SB 2 Permanent Local Housing Assistance Program

## REAP Survey

6. Are there any other areas for which you would like more information not listed in question 5? If yes, please specify. \_\_\_\_\_
7. Indicate any of the following Priority Policy Areas for Accelerating Housing Production your jurisdiction has either adopted, have underway, or want to pursue:
- Rezoning to Permit By-right Development
  - Expedited Processing
  - Objective Design and Development Standards
  - Specific Plans or Form-based Codes Coupled with CEQA Streamlining
  - Accessory Dwelling Units or Other Innovative Building Strategies
  - Housing Related Infrastructure Financing & Fee Reduction Strategies
8. If your jurisdiction applied for or has been awarded SB 2 Planning funds by the State Department of Housing and Community Development (HCD), please check all of the following categories for the awarded or pending use of SB 2 Planning funding in your jurisdiction:
- Rezoning, updating planning documents and zoning ordinances. Examples include updating general plan, adopting community plans, specific plans, local coastal programs, etc.
  - Streamlining permitting process for environmental clearance.
  - Streamlining process to expedite local planning and permitting to speed up housing production
  - Adopting strategies and best practices to promote sufficient supply of housing affordable to all income levels.
  - Hiring consultants or temporary staffing, or the use of technical assistance associated with eligible activities
  - Jurisdiction did not apply for SB2 funds
  - Other (please specify): \_\_\_\_\_
9. How familiar are you with the Regional Early Action Planning Program (REAP) (also known as 2019-20 Budget Act or AB 101)? More information on REAP can be accessed [here](#).
- Hadn't heard of it before this survey
  - I've heard of upcoming State housing funding, but not specifics
  - I've read the provisions of AB 101 regarding LEAP and REAP funds prior to receiving this survey
10. Please rank the following eligible uses of REAP funding based on what your jurisdiction has the greatest or most immediate need for:
- Education, engagement and outreach to successfully adopt housing elements and promote housing production (e.g., community workshops, local leadership development, civic engagement plans, etc.)
  - Rezoning and encouraging development by updating planning documents and zoning ordinances (e.g., general plans, community or specific plans, sustainable

## REAP Survey

communities' strategies, accessory dwelling unit ordinances, local coastal programs)

- Streamlining local environmental clearance for housing development
- Streamlining planning and permitting to accelerate housing production (e.g. smart permitting or tracking system)
- Planning housing supportive infrastructure and its financing, e.g. sewer and water systems, roads, transit, and other public facilities, structuring EIFDs, parking or development impact fee reform
- Developing best practice strategies for promoting housing and housing affordability along with other related objectives (e.g., alignment with SCAG's Connect SoCal Plan, promoting priority growth area development and resource conservation; increasing mode shift, reducing VMT)
- Establish a county or regional housing trust fund for affordable housing
- Performing feasibility studies to determine efficient locations to site housing (adequate housing element land inventory sites, transit oriented development)
- Technical assistance, temporary staffing, or consultant needs associated with eligible activities

11. Are there any other uses of REAP funding not listed in question 10 that your jurisdiction has the greatest of most immediate need for? If yes, please specify. \_\_\_\_\_

12. How are each of the following policy or program types implemented in your jurisdiction: Changes to Land use plans or development regulations, application permitting (general plan, zoning ordinances, design review); Development or operation of housing programs, including administering local, state or federal loan or grant programs. Please check all that apply:

- By dedicated staff with housing expertise within the community development or planning department
- By available non-specialized staff of our jurisdiction
- Under contract with a County-level housing authority/commission
- By an independent third-party public agency other than the County
- By private for-profit Consultant(s)
- By non-profit community or housing development organization(s) (CBOs or CHDOs)
- Other (please specify): \_\_\_\_\_

13. When implementing or seeking to implement these activities, indicate your jurisdiction's desire for support, technical assistance or operation from or by external sources such as any of the following. Please check all that apply:

- California Department of Housing and Community Development (HCD)
- Governor's Office of Planning and Research (OPR)
- Caltrans
- SCAG
- Subregional agency

## REAP Survey

- County department, agency or housing authority
- Joint partnership authority (JPA) or administrative partnership of two or more public agencies, including HOME Consortium or CDBG Urban County Agreement, or Continuum of Care
- Private for-profit consultant(s)
- Nonprofit community or housing development organization(s)
- Unsure
- Need only funding of activities to be implemented by staff of our jurisdiction
- Any other agency or organization not listed. Please specify. \_\_\_\_\_

14. What extent of involvement with the REAP program is your jurisdiction interested in?

Check all that apply.

- Participation in initial focus group
- Participation in a working group on implementation
- SCAG-sponsored webinars, e.g. Toolbox Tuesdays
- Peer-learning opportunities with other local governments or stakeholders
- General reporting in SCAG newsletters or committee agendas
- Not sure
- Other (please specify): \_\_\_\_\_

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**NO. 615**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE MEETING**  
**THURSDAY, NOVEMBER 7, 2019**

THE FOLLOWING MINUTES IS 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 regular meeting at the SCAG main office, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.

**Members Present**

<b>Hon. Bill Jahn, President</b>	<b><i>Big Bear Lake</i></b>	<b>District 11</b>
<b>Hon. Rex Richardson, 2<sup>nd</sup> Vice President</b>	<b><i>Long Beach</i></b>	<b>District 29</b>
<b>Hon. Clint Lorimore</b>	<b><i>Eastvale</i></b>	<b>District 4</b>
<b>Hon. Alan D. Wapner, Imm. Past President</b>	<b><i>Ontario</i></b>	<b>SBCTA</b>
Supervisor Luis Plancarte		Imperial County
Supervisor Karen Spiegel		Riverside County
Supervisor Curt Hagman		San Bernardino County
Hon. Jan Harnik	<b><i>Palm Desert</i></b>	RCTC
Hon. Peggy Huang	<b><i>Yorba Linda</i></b>	TCA
Hon. Mike T. Judge	<b><i>Simi Valley</i></b>	VCTC
Hon. Ben Benoit	<b><i>Wildomar</i></b>	Air District Representative
Hon. Cheryl Viegas-Walker	<b><i>El Centro</i></b>	District 1
Hon. Kathleen Kelly	<b><i>Palm Desert</i></b>	District 2
Hon. Rey Santos	<b><i>Beaumont</i></b>	District 3
Hon. Zak Schwank	<b><i>Temecula</i></b>	District 5
Hon. Frank Navarro	<b><i>Colton</i></b>	District 6
Hon. Larry McCallon	<b><i>Highland</i></b>	District 7
Hon. Deborah Robertson	<b><i>Rialto</i></b>	District 8
Hon. L. Dennis Michael	<b><i>Rancho Cucamonga</i></b>	District 9
Hon. Ray Marquez	<b><i>Chino Hills</i></b>	District 10

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

**Members Present - continued**

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. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. Cecilia Iglesias	<i>Santa Ana</i>	District 16
Hon. Charles Puckett	<i>Tustin</i>	District 17
Hon. Stacy Berry	<i>Cypress</i>	District 18
Hon. Trevor O’Neill	<i>Anaheim</i>	District 19
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. Sonny Santa Ines	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Jeanne Pearce	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Teresa Real Sebastian	<i>Monterey Park</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Meghan Sahli-Wells	<i>Culver City</i>	District 41
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Tim Holmgren	<i>Fillmore</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. David Ryu	<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. Herb Wesson, Jr.	<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. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Lyn Semeta	<i>Huntington Beach</i>	District 64
Hon. Rita Ramirez	<i>Victorville</i>	District 65
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Hector Pacheco	<i>San Fernando</i>	District 67
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

**Members Not Present**

Supervisor Kathryn Barger		Los Angeles County
Supervisor Hilda Solis		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Linda Parks		Ventura County
Hon. James Predmore	<i>Holtville</i>	ICTC
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. David Shapiro	<i>Calabasas</i>	District 44
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Marisela Magana	<i>Perris</i>	District 69
Hon. Brian McDonald		Tribal Gov’t Reg’l Plng Board

**Staff Present**

- Kome Ajise, Executive Director
- Darin Chidsey, Chief Operating Officer
- Debbie Dillon, Chief Strategy Officer
- Ruben Duran, Board Counsel
- Joann Africa, Chief Counsel/Director of Legal Services
- Basil Panas, Chief Financial Officer
- Julie Loats, Chief Information Officer

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Art Yoon, Director of Policy and Public Affairs  
Sarah Jepson, Interim Director of Planning  
Tess Rey-Chaput, Office of Regional Council Support

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Bill Jahn called the meeting to order at 12:15PM and asked Supervisor Curt Hagman, San Bernardino County, to lead the Pledge of Allegiance.

### **PUBLIC COMMENT PERIOD**

There were no public comment speakers for items not on the agenda.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

In the interest of time, President Jahn announced that Consent Calendar Item Nos. 5 through 15 will be taken immediately followed by Presentation Item No. 1 and Action/Discussion Item Nos. 2, 3 and 4.

### **CONSENT CALENDAR**

#### Approval Items

5. Minutes of the Meeting – October 3, 2019
6. Approval for Additional Stipend Payments
7. SCAG Participation at the CIRC 2019 Opening Forum – Yangtze River Delta Rail Transit Integration, November 10 – 14, 2019
8. SCAG Memberships and Sponsorships

#### Receive and File

9. SCAG Objection Letter to HCD, dated 09-18-19
  10. HCD Response Letter to SCAG, dated 10-15-19
  11. Summary of Written Comments Received
  12. State and Federal Legislative Update
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13. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999; and Amendments \$5,000 - \$74,999
14. Caltrans Audits' Corrective Action Plans Status Update
15. CFO Monthly Report

A MOTION was made (Puckett) to approve Consent Calendar Agenda Item Nos. 5 through 8; Receive and File Items 9 through 15. Motion was SECONDED (Ashton). The motion passed by the following votes:

**FOR:** Ashton, Bailey, Beaman Jacinto, Benoit, Berry, Blumenfield, Bonin, Brown, Bucknum, Carroll, Cedillo, Clark, Garcetti, Gazeley, Hagman, Harnik, Holmgren, Huang, Iglesias, Jahn, Judge, Kelly, Koretz, Krekorian, Lee, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, Medina, Michael, Minagar, Mitchell, Nagel, Navarro, O'Farrell, O'Neil, Pacheco, Pearce, Plancarte, Pollock, Puckett, C. Ramirez, Real Sebastian, Richardson, Robertson, Rodriguez, Ryu, Sahli-Wells, Saleh, Sandoval, Santos, Schwank, Semeta, Sharif, Simonoff, Spiegel, Tye and Viegas-Walker (60)

**AGAINST:** None (0)

**ABSTAIN:** None (0)

#### **PRESENTATION ITEM**

1. Highlights from the 2019 Legislative Session – Assembly Speaker Anthony Rendon (D-Lakewood)

President Jahn welcomed and introduced Speaker of the Assembly Anthony Rendon to provide highlights from the 2019 Legislative Session.

Speaker Rendon thanked the Regional Council for inviting him and noted the remarkable collaboration and effort with working together for regional solutions. He commented the work at the State level will only be effective if the local level work is impactful. He stated 'housing' is one of the key issues that he has been working on in the legislature and the Regional Housing Needs Assessment is a necessary step in fulfilling California's housing needs. Although the numbers may look high, the State cannot—by itself—resolve California's housing crisis. He remarked an innovative and logical way, SB 2, will create a permanent source of funding including another bill to further ease the creation of accessory dwelling units. He discussed a one-time funding of \$250 million to meet the housing needs assessment requirements and other tools to help jurisdictions, such as re-

zoning, updated planning documents, completing environmental clearances, revamping planning processes and providing infrastructure funds to the 2018 housing bond and infill grant program of 2009, plus four (4) more sources of housing dollars. Speaker Rendon strongly encouraged the members to apply for these funding opportunities. With respect to transportation and rail lines, he asked the members to continue to be creative, especially with the California High-Speed Rail Authority, and discussed a minor change to the Merced to Baker plan—a concept of the possibility of a fully electrified grade separation from Burbank to Union Station to Anaheim; while others align from Palmdale to Burbank and a tunnel to downtown San Francisco and safety upgrades for Caltrain. In closing, Speaker Rendon stated the plan may not be a giant leap forward but if done with bold strides, we will be able to build California a brighter future.

On behalf of the Regional Council, President Jahn thanked Assembly Speaker Anthony Rendon and presented him with a token of appreciation.

### **ACTION/DISCUSSION ITEMS**

#### 2. Recommendation and Authorization to Release the Connect SoCal Draft PEIR

President Jahn reported that the Energy and Environment Committee (EEC) met and recommended that the Regional Council authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Connect SoCal Plan for public comments.

Councilmember Cheryl Viegas-Walker, El Centro, District 1, made comments relative to the Connect SoCal Plan, as discussed at the Joint Meeting of the Policy Committees. She stated there were suggestions for some minor clarifying language and directed staff to: 1) make those modifications prior to the release of the Plan; 2) arrange a follow-up meeting with the California High-Speed Rail Authority; and 3) follow-up on the LAX expansion numbers. She further noted that staff provide a comprehensive response to the questions that were raised at the Joint Meeting of the Policy Committees since a number of those concerns might have been already addressed in the technical report portion of The Plan. Councilmember Viegas-Walker complimented the work that was done in the RTP/SCS process.

President Jahn offered a clarification that the current item before the Regional Council is the recommendation to authorize the Executive Director to release the Draft PEIR of Connect SoCal and not the Plan itself.

Immediate Past President Alan Wapner, SBCTA, thanked staff for the swiftness with providing answers to his questions and requested obtaining information be included when the PEIR is released regarding the cumulative effect of the increased truck traffic demand in the airport plus the new facilities that are being built on the 105 Freeway be taken into consideration. President

Jahn acknowledged the request.

A MOTION was made (Brown) to authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Connect SoCal Plan for public comments. Motion was SECONDED (Saleh) and passed by the following votes:

**FOR:** Ashton, Bailey, Beaman Jacinto, Benoit, Berry, Blumenfield, Bonin, Brown, Bucknum, Carroll, Cedillo, Clark, Garcetti, Gazeley, Hagman, Harnik, Holmgren, Huang, Iglesias, Jahn, Judge, Kelly, Koretz, Krekorian, Lee, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, Medina, Michael, Minagar, Mitchell, Nagel, Navarro, O'Farrell, O'Neil, Pearce, Plancarte, Pollock, Puckett, C. Ramirez, R. Ramirez, Real Sebastian, Richardson, Robertson, Rodriguez, Ryu, Sahli-Wells, Saleh, Sandoval, Santa Ines, Santos, Schwank, Semeta, Sharif, Simonoff, Spiegel, Tye, Viegas-Walker, Wapner and Wesson, Jr. (63)

**AGAINST:** None (0)

**ABSTAIN:** Yokoyama (1)

### 3. Recommendation and Authorization to Release the Draft Connect SoCal (RTP/SCS) for Public Review and Comments

President Jahn reported that at the Joint Meeting of the Policy Committees, the members discussed and recommended the Regional Council authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) for public review and comment. He asked if there were additional comments on the floor.

Immediate Past President Wapner expressed appreciation for SCAG staff for addressing his comments relative to the Plan.

A MOTION was made (Benoit) to authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) for public review and comment.

Councilmember Cheryl Viegas-Walker, El Centro, District 1, asked that the comments she raised earlier relative to the Connect SoCal Plan be considered as a friendly amendment to the motion. The MAKER OF THE MOTION (Benoit) accepted the friendly amendment. Motion was SECONDED (Navarro) and passed by the following votes:

**FOR:** Ashton, Bailey, Beaman Jacinto, Benoit, Berry, Blumenfield, Bonin, Brown, Bucknum, Carroll, Cedillo, Garcetti, Gazeley, Hagman, Harnik, Holmgren, Huang, Iglesias, Jahn,

Judge, Kelly, Koretz, Krekorian, Lee, Lorimore, Manos, J. Marquez, R. Marquez, McCallon, Medina, Michael, Minagar, Mitchell, Nagel, Navarro, O'Farrell, O'Neil, Pearce, Plancarte, Pollock, Puckett, C. Ramirez, R. Ramirez, Real Sebastian, Richardson, Robertson, Rodriguez, Ryu, Sahli-Wells, Saleh, Sandoval, Santa Ines, Santos, Schwank, Semeta, Sharif, Simonoff, Spiegel, Tye, Viegas-Walker, Wapner, Wesson, Jr. and Yokoyama (63)

**AGAINST:** None (0)

**ABSTAIN:** Clark (1)

#### 4. Recommended Draft RHNA Methodology

In order to provide a fair opportunity for everyone to be heard, including the members of the public, President Jahn announced that all information and comments be provided to the Regional Council before any decision will be made or before any motion will be considered. President Jahn indicated that Executive Director Kome Ajise and key staff will first provide a report on the item; then he will open the floor for public comments; followed by acknowledgement by legal staff of all the written comments received to date regarding this item. President Jahn also announced that he would entertain any motion only after all comments have been heard, including those from the Regional Council.

Executive Director, Kome Ajise, provided background information regarding the RHNA process and timeline beginning from HCD's regional determination. He emphasized the Final RHNA allocation methodology will need to be adopted by the Regional Council before the adoption of the Connect SoCal Plan in April 2020. Mr. Ajise asked Ma'Ayn Johnson, SCAG staff, to provide a presentation on the proposed draft RHNA methodology.

Ms. Johnson began her presentation by providing an overview of the RHNA process; its five (5) objectives; and the staff-recommended allocation methodology based from feedback from the RHNA Subcommittee and stakeholders over the course of nine months. She also discussed the overall approach, which aligns with the main components of the Connect SoCal Plan: growth forecast, transit accessibility and job accessibility. Ms. Johnson discussed the overall approach of the allocation framework based on projected need and existing need; the income categories and social equity adjustment; and the TCAC and HCD opportunity indicators. Ms. Johnson asked Kevin Kane, SCAG staff, to provide information on the analysis of the policy alternative.

As background, Mr. Kane explained that SCAG's technical staff was asked by some of the Regional Council Members to provide an analysis of the alternative methodology which was first introduced as a substitute motion at the RHNA Subcommittee meeting on October 7, 2019. Although the



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motion failed, he further explained the substitute motion, in allocating the existing need, will eliminate the household growth factor (2030-2045) and that the 2045 household growth cap [residual] applied to disadvantaged communities only. He discussed the alternative methodology and a comparison by county (including City of Los Angeles) in terms of the share of total RHNA allocation versus and the population share. He also discussed the comparison across the SCAG region by subregion cities.

In closing, Ms. Johnson discussed the schedule and the next steps in the RHNA process. Pending review and approval by the Regional Council, Ms. Johnson stated that HCD will perform its 60-day review from November 2019 through January 2020.

President Jahn opened the Public Comment Period for Agenda Item 4. To allow time for all members of the public to comment, President Jahn announced he will be limiting each speaker's time to a minute and a half.

Councilmember Sandra Genis, City of Costa Mesa, commented regarding building a 'just society' that provides housing in a fair manner. She cautioned the members on avoiding gentrification of poor working class neighborhoods or approving a methodology that may destroy working class neighborhoods. She asked the members doing their share even those in affluent areas.

Connor Finney, California YIMBY for Greater Los Angeles, encouraged the members to support the October 7 motion.

Shane Phillips, UCLA Lewis Center for Regional Policy Studies, asked the members to support a RHNA methodology that allows for more housing in wealthier, job rich, more central and transit-accessible cities and neighborhoods and expressed support for Riverside Mayor Bailey's proposal.

Karissa Willette, BIA of Southern California, commented regarding the current challenges that SCAG is faced with and how to best distribute the RHNA number among its local jurisdictions and suggested that it should be allocated in areas where vacant land exists.

Hank Fung, a resident of Pomona, read an article published in the Los Angeles Times and stated support for Riverside Mayor Rusty Bailey's proposal at the October 7 meeting that is to build more housing and place more zoning capacity in areas where there is more transit and jobs, which will address climate change and meet emission goals.

Jaime Murillo, City of Newport Beach, expressed support for staff recommendation which respects SCAG's growth forecast, addresses GHG emission targets and redistributing growth towards transit and job accessibility.

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Joe Perez, City of South Gate, expressed concerns regarding the proposed methodology that will impact the city of South Gate. As a disadvantaged community, the proposed methodology will not address the city's population density and social justice and asked the members considering these factors in the RHNA methodology.

Anthony Dedousis, Abundant Housing L.A., expressed concerns regarding the proposed methodology that would shift new housing to ex-urban areas away from jobs and job centers with transit. He displayed a chart which illustrated that under the proposed methodology, Coachella would be allocated 11 times more housing than Beverly Hills. He expressed support for Riverside Mayor Bailey's proposal that shifts the allocation towards existing population centers where more housing is badly needed.

Terry Luedecke, Abundant Housing L.A., commented regarding traffic congestion with increasing pollution each year that impacts housing distribution. He suggested "moving people to jobs" where lower commute times will have tremendous impacts in traffic congestion and pollution and echoed support for Riverside Mayor Bailey's proposal.

Leonora Camner, Abundant Housing L.A., expressed appreciation for the Regional Council's decision when voting to address the housing and climate crisis. She also thanked SCAG staff for providing an expanded analysis on the alternative methodology, known as the Riverside Mayor Bailey proposal, which addresses the state's policy objectives and encouraged the members to support the alternative methodology.

Elizabeth Hansburg, People for Housing Orange County, as a resident of Fullerton and Planning Commissioner, expressed support for Riverside Mayor Bailey's proposal on the alternative methodology. She read an excerpt from an article in the New York Times and the MIT Review regarding the impacts of high housing costs and how this affects the workforce and climate change.

Kenneth Stahl, People for Housing Orange County, expressed support for Riverside Mayor Bailey's proposal.

Greg Bonett, staff attorney at Public Counsel, expressed concerns regarding the SCAG recommended draft methodology and explained that it fails to advance the objectives of the statute and incorporate the factors as required by state law.

Tom Elsesser, resident of San Fernando Valley, urged the Regional Council to reject staff's proposed methodology and explained that it does not address jobs-housing imbalance and worsen long commutes while increasing GHG emissions. He expressed support for Riverside Mayor Bailey's proposal and encouraged the Regional Council to do the same.

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Alex Contreras, California YIMBY for Greater Los Angeles, expressed support for Riverside Mayor Bailey's proposal and asked the Regional Council to vote on this alternative methodology.

Greg Spiegel, Inner City Law Center, expressed support for Riverside Mayor Bailey's proposal as it minimizes the impacts of local input.

Michael Shilstone, Central City Association, expressed concerns regarding the proposed draft methodology that does not prioritize sustainability, affordability and equitable access to economic opportunities. He requested that the methodology be amended to encourage housing near transit and jobs with opportunity-rich areas.

Denny Zane, Move L.A., commented that transportation is not an effective climate change strategy. He stated there is a need for an ongoing, reliable, multi-year revenue source of consequence to meet the goals of this program [RHNA].

Guadalupe Medina, staff, Los Angeles County Supervisor Hilda Solis, referenced the letter that was transmitted to the Regional Council regarding adoption of an alternative methodology that should prioritize jobs and transit accessibility which is aligned with the County of Los Angeles' Sustainability Plan.

Dan Inloes, City of Costa Mesa, expressed concerns with the alternative methodology that will impact the city and stated support for the proposed draft RHNA methodology that has been vetted and evaluated which addresses jobs, transit as well as growth forecast. If the Regional Council will be moving forward with the alternative methodology, he asked the members looking at matching funding and seeking credit for housing that has already been built.

Tara Barauskas, Community Corp of Santa Monica, commented regarding the minimum availability of affordable housing and to consider jobs and high quality schools that are high performing. She asked the Regional Council to be bold and adopt an aggressive RHNA number to address the housing crisis.

Councilmember Alex Fisch, Culver City, commented that the demand for homes close to jobs is not satisfied and asked the Regional Council to think regionally for the future and consider more homes near jobs, transit and opportunities. He stated that if HCD has the final authority to replace the plan to produce 1.3 million housing units, "then we cannot produce the homes planned for Coachella."

There being no more public comment speakers, President Jahn closed the Public Comment Period for Agenda item 4 and asked Joann Africa, Chief Counsel, to acknowledge all the written comments received by SCAG and be noted for the record.

Ms. Africa acknowledged the letters that were transmitted to the Regional Council relative to Agenda Item 4. Ms. Africa noted the letters were also posted on the SCAG website while paper copies have been made available at the back of the room for review by the Regional Council and the members and the public. Ms. Africa stated the letters were received from the following: County of Riverside; City of Rancho Palos Verdes; City of Coachella; City of Los Angeles; Central City Association of Los Angeles; Orange County Council of Governments (OCCOG); City of Gardena; City of Huntington Beach; City of Hemet; City of Chino; City of Menifee; City of Newport Beach; City of Fontana; and Temple City.

President Jahn reminded the members that he will entertain a motion only after all comments by the Regional Council have been heard.

Regional Councilmember Rusty Bailey, Riverside, District 68, expressed appreciation for the feedback that he received from Immediate Past President Alan Wapner, Executive Director Kome Ajise and staff for being responsive. Mayor Bailey explained the alternative proposal for the RHNA methodology.

Regional Councilmember David Ryu, Los Angeles, District 51, expressed concerns regarding the staff recommended proposed RHNA methodology which will worsen traffic, sprawl and make the vast socio-economic inequity much worse. He provided examples of the imbalances from cities such as: Perris, Yorba Linda, Palm Desert, Manhattan Beach, Coachella, Culver City, Hemet and Laguna Beach. He stated the problem with the methodology rests on the flawed household growth model. He suggested having a better methodology that is smart on transit and climate while creating a region of opportunity and equity for all. Councilmember Ryu urged the Regional Council to reject the staff recommended methodology.

Regional Councilmember David Pollock, Moorpark, District 46, expressed support for Riverside Mayor Bailey's alternative proposal and urged the members to do the same.

City of Los Angeles Mayor Eric Garcetti, Member at Large, shared insights regarding planning for the region and the state as a whole. He expressed support for Riverside Mayor Bailey's alternative proposal and echoed the comments made by Councilmember Ryu. He urged the Regional Council to vote and think regionally and emphasized considering a couple of amendments to the methodology that the Los Angeles City Council put forward.

Regional Councilmember Chuck Puckett, Tustin, District 17, commented that Riverside Mayor Bailey's alternative proposal is not equitable for the city and will require considerable zoning. Although the city of Tustin is doing its part through inclusionary housing requirements, some cities larger than Tustin that are close to transit and job centers have considerably low RHNA numbers. Councilmember Puckett suggested that the RHNA numbers must be equitable such that all

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jurisdictions must share the responsibility to address the state's housing needs.

Supervisor Karen Spiegel, Riverside County, thanked the Regional Council for a robust discussion and commented that most companies' location preference is not Riverside County. She also stated that public transportation connectivity is an issue due to low ridership and expressed confidence that the Regional Council will 'do the right thing.'

At this point in time, President Jahn announced there are six (6) Regional Councilmembers who will provide comments and thereafter, he indicated entertaining a motion. The six (6) members are: Meghan Sahli-Wells, Kathleen Kelly, Deborah Robertson, Jan Harnik, Clint Lorimore and closing comments by CEHD and RHNA Chair Peggy Huang.

Regional Councilmember Meghan Sahli-Wells, Culver City, District 41, commented regarding the city's jobs-housing imbalance that is so vast that Culver City can no longer build homes fast enough. Although she emphasized the city's commitment to building houses, Mayor Sahli-Wells indicated that a mistake was made during the redevelopment era where the focus was on economic development and not on housing. She stated Culver City has the biggest economic opportunity with 6,000 jobs expected to be available for the next four years from major corporations moving in to the city. She remarked the fundamental issue with local input is based on outdated planning with low density; one-person, one-car; and excess of surface parking where people cannot afford to live where they work.

Regional Councilmember Kathleen Kelly, Palm Desert, District 2, explained the reason as to why it is not sensible to utilize the 2045 projected growth as a factor in existing need is because it reflects behavior trends. She remarked that housing supply is greater in the Inland Empire thus making it less expensive to live.

Regional Councilmember Deborah Robertson, Rialto, District 8, commented that Rialto ranks fifth as a fast growing city in the San Bernardino County. She echoed comments made by Riverside County Supervisor Karen Spiegel regarding absence of available funds for transit that will allow the city to qualify including other issues such as NIMBYism. She expressed support for the alternative recommendation as proposed by Riverside Mayor Rusty Bailey and Immediate Past President Alan Wapner.

Regional Councilmember Jan Harnik, RCTC, remarked the lower transit ridership should not be a factor and suggested a shift in thinking by "building where we need to."

Second Vice President Clint Lorimore, Eastvale, District 4, remarked that although he understands the intent of the proposed alternative, he noted difficulty with supporting the motion [Bailey proposal] since the city has been building houses and as a result, have remaining less than 10% of

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available land which will need to be allocated for retail and commercial options so the city of Eastvale can benefit from much-needed tax revenues.

Regional Councilmember Sean Ashton, Downey, District 25, expressed concerns and asked a question if the city is unable to build more housing as dictated by HCD, and commented that the city of Downey has no room to build more housing. Kome Ajise, Executive Director, offered a response.

President Jahn thanked the members and asked CEHD Committee and RHNA Subcommittee Chair Peggy Huang to provide closing comments.

CEHD Committee and RHNA Subcommittee Chair Peggy Huang thanked the members for the comments heard today and remarked, based from the discussions, comments and feedback, the importance of housing affordability and how infill projects are becoming more expensive. She urged the Regional Council to support staff recommendation.

First Vice President Rex Richardson, Long Beach, District 29, asked a question regarding the statutory deadline when sending a recommendation to HCD. Ruben Duran, Board Counsel, responded that the draft allocation must be released prior to the approval of the Final RTP in April 2020. Mr. Duran emphasized that postponing an action today will require the Regional Council to schedule a meeting no later than the middle of next month [December]. First Vice President Richardson also asked for clarification if staff had a chance to review and evaluate the difference between the proposed recommendations made by Riverside City Mayor Rusty Bailey, Los Angeles City Mayor Eric Garcetti and Councilmember David Ryu. Executive Director Kome Ajise responded. First Vice President Richardson stated that while he was originally in support of the staff recommendation, he stated seeing merits with connecting opportunities to jobs and transit. Therefore, he expressed support for Riverside Mayor Bailey's proposal, which utilizes more of HQTAs and job accessibility factors.

President Bill Jahn thanked the Regional Council for thoughtful discussions and announced that he will entertain a motion.

President Jahn asked for a motion approving the staff recommended draft RHNA Methodology. A MOTION was made (Carroll) to approve staff recommendation. Motion was SECONDED (Real Sebastian).

A SUBSTITUTE MOTION was made (Bailey) approving the "Bailey Proposal." Motion was SECONDED (Robertson).

Discussion ensued regarding the substitute motion. Los Angeles City Mayor Eric Garcetti offered a clarification on the substitute motion. He asked staff to review Items 2, 3 and 4 of the City of Los

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Angeles' position packet and report back as to what these items may mean to the Draft RHNA Methodology. Board Counsel Ruben Duran also offered further clarification and restated the substitute motion, which was to approve the 'Bailey proposal' as the Draft RHNA Methodology to be submitted by SCAG to the State Department of Housing and Community Development (HCD) with direction that staff also review Items 2, 3 and 4 of the City of Los Angeles' position packet and report back as to what these items may mean to the Draft RHNA Methodology.

The 'Bailey Proposal' as described in the staff report would allocate the existing need as described below. The "Bailey Proposal" eliminates the use of household growth between 2030 and 2045 to allocate existing need, assigns 50% of the existing need based on transit accessibility and the remaining 50% based on job accessibility, removes the cap on RHNA allocations based on a jurisdiction's 2045 Household Growth except for those in extremely Disadvantaged Communities (DACs), and re-distributes 'residual' units to non-DAC jurisdictions within the county in which they were generated, instead of a region-wide distribution.

Regional Councilmember Mike Carroll, Irvine, District 14, raised a point of order and asked the Maker of the Motion to clarify that "all future funding and opportunities offered by SCAG will use the RHNA methodology." Executive Director Kome Ajise responded that the anticipated housing funds correlates with the number of RHNA housing units.

Regional Councilmember Mike Carroll, Irvine, District 14, also asked the Maker of the Motion to also clarify that a credit be given to jurisdictions who are currently building. The Maker of the Motion did not so state.

At this point in time, President Jahn announced it is time to vote on the pending Substitute Motion by Bailey and seconded by Robertson. The motion passed by the following votes:

**FOR:** Bailey, Beaman Jacinto, Benoit, Blumenfield, Bonin, Cedillo, Garcetti, Hagman, Harnik, Holmgren, Jahn, Judge, Kelly, Koretz, Krekorian, Lee, Manos, J. Marquez, R. Marquez, Martinez, McCallon, Medina, Michael, Navarro, O'Farrell, Pearce, Plancarte, Pollock, C. Ramirez, R. Ramirez, Richardson, Robertson, Rodriguez, Ryu, Sahli-Wells, Saleh, Sandoval, Santos, Schwank, Spiegel, Viegas-Walker, Wapner and Wesson, Jr. (43)

**AGAINST:** Ashton, Berry, Brown, Bucknum, Carroll, Gazeley, Huang, Iglesias, Lorimore, Minagar, Mitchell, Nagel, O'Neill, Puckett, Real Sebastian, Semeta, Simonoff, Tye and Yokoyama (19)

**ABSTAIN:** None (0)



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**BUSINESS REPORT**

A report was not provided.

**PRESIDENT'S REPORT**

A report was not provided.

**EXECUTIVE DIRECTOR'S REPORT**

A report was not provided.

**ANNOUNCEMENTS**

**ADJOURNMENT**

There being no further business, President Jahn adjourned the Regional Council meeting at 2:37PM.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]**





**AGENDA ITEM 4  
REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kome Ajise, Executive Director, Executive Management,  
(213) 236-1835, Ajise@scag.ca.gov

**Subject:** SCAG Staff Participation in the POCACITO in Germany 2020  
Program, March 1-7, 2020

**RECOMMENDED ACTION:**

Recommend that the Regional Council in accordance with Article I, Section 1 of the SCAG Travel Policy, approve: 1) the participation of one (1) SCAG staff, Joseph Cryer, Associate Regional Planner in the Sustainability Department, in the 2020 POCACITO in Germany tour from March 1 to 7, 2020 in the cities of Frankfurt, Cologne, and Aachen; and 2) the expenditure of approximately \$1,200 for a participant fee which will be allocated from SCAG's Clean Cities Program OWP# 267-1241Q5.04. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

**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:**

***SCAG staff member, Joseph Cryer, Associate Regional Planner in the Sustainability Department earned the privilege of being accepted to participate in the fifth and final year of the POCACITO in Germany tour hosted by the Ecologic Institute. The tour will take place in Frankfurt, Cologne, and Aachen, Germany and is scheduled for March 1 – 7, 2020. The tour, designed for urban planners and innovators in sustainability, will focus on topics of smart city solutions and green innovation particularly as they relate to energy and mobility.***

***As part of the tour program, the Ecologic Institute will cover costs for flights to and from Germany, all travel within Germany, all accommodations for the duration of the program, all fees related to planned activities throughout the program, three meals a day, and access to the POCACITO urban sustainability community. In order to close the gap between grant and program costs, participants are required to contribute \$1,200. A total of approximately \$1,200 to cover the participation fee will be allocated from SCAG's Clean Cities Program OWP# 267-1241Q5.04. Per SCAG Travel Policy, foreign travel requires Regional Council approval.***

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**BACKGROUND:**

For the past four years the Ecologic Institute in Washington, D.C. has hosted a tour in Germany designed for young professionals from the United States, representing the geographic and cultural diversity of the country, to engage with their counterparts in Germany, establishing transatlantic connections and relationships that will enhance sustainable endeavors on both sides of the Atlantic. Each year emphasizes a specific topic, allowing for enrichment of a specialized area for the participants and allowing for more intense and actionable cooperation and collaboration.

This year's program is the final in the series and will focus on smart city solutions and green innovation, particularly as they relate to energy and mobility. The tour will be held in the German cities of Frankfurt, Cologne, and Aachen from March 1 to March 7. The tour will be attended by 17 young professionals from the U.S. who work for a city or regional authority, as a green innovator or entrepreneur, or who work as a city planner or for a civil society organization working on green entrepreneurship and smart cities.

The tour will include visits to incubators and start-ups, as well as meetings with a range of green innovation and smart city experts and practitioners from businesses, research, policy, and civil society. In Frankfurt, the financial capital of Germany, tour participants will visit Pier F, an incubator and "future hub" in Frankfurt, meet with the Frankfurt's climate manager, visit the climate incubator at Provdadis University, and visit the green investor econnext. In Cologne, Germany's media capital, participants will tour the GrowSmarter project of SmartCityCologne, hear more about other projects of SmartCityCologne, and attend the Green World Tour exhibition featuring green technologies and electric vehicles. Finally, the visit to Aachen will include a meeting at the national laboratory, FZ Juelich, and a visit to Streetscooter, an electric vehicle manufacturer owned by the delivery company DHL. The final schedule is subject to change.

Participation on the tour aligns with SCAG's work supporting advanced transportation technologies and energy efficient mobility through the SCAG Clean Cities Program as well as work supporting innovative solutions for regional planning efforts related to the 2016 RTP/SCS and the Draft Connect SoCal Plan. Mr. Cryer will extract lessons on smart cities and green innovation that promise to be informative for the region, as well as for regional partners such as the Los Angeles Cleantech Incubator. The tour will foster connections to professionals in Germany, in addition to connections with other tour attendees from the U.S. SCAG's representation on the tour will also build on the agency's other international collaborations, such as the visits to Australia and New Zealand to investigate their road user charges, the Memorandum of Understanding (MOU) agreements with universities in Korea and China, and the 2016 MOU with the Government of the State of Israel on the establishment of a strategic partnership, joint innovation and enhanced cooperation through academic and cultural exchanges, economic development and intergovernmental cooperation.



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As part of Mr. Cryer's acceptance to the POCACITO in Germany tour, the Ecologic Institute will cover costs for flights to and from Germany, all travel within Germany, all accommodations for the duration of the program, all fees related to planned activities throughout the program, three meals a day, and access to the POCACITO urban sustainability community. In order to close the gap between grant and program costs, participants are required to contribute \$1,200.

SCAG staff is seeking approval for the participation of Joseph Cryer, Associate Regional Planner in the Sustainability Department, and the associated participation fee of approximately \$1,200 which will be allocated from SCAG's Clean Cities Program OWP# 267-1241Q5.04. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

For more information regarding the POCACITO in Germany tour, please follow these links: <https://www.pocacito.org/germany/> and <https://www.pocacito.org/pocacito-in-germany-2020/>

**FISCAL IMPACT:**

The proposed expenditure of \$1,200 will be allocated from Clean Cities Program OWP# 267-1241Q5.04.

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** 2020 State and Federal Legislative Platform

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Each year, the Regional Council adopts a legislative platform for the state and federal legislative sessions for that year. The state and federal legislative platform for 2020 encompass both broad and specific policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The Legislative/Communications & Membership Committee (LCMC) discussed a draft platform at its November 19, 2019 meeting. At its December 18, 2019 meeting, the LCMC recommended that the Regional Council adopt the platform. Upon adoption, staff will immediately work to advance these priorities in the 2020 session.*

**BACKGROUND:**

SCAG maintains a State and Federal Legislative Platform, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG’s core planning and policy areas that need the leadership and support of the California State Legislature and United States Congress to resolve challenges facing the SCAG region. The recommended state and federal legislative principles for 2019 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

State

The State Legislature first convened for the 2019-20 session on December 3, 2018 when new members were sworn-in and Senate and Assembly desks were opened for bill introductions. Since the start of session, more than 3,000 bills and resolutions were introduced. On the Assembly side, Assemblymembers are allowed to introduce not more than 50 bills in a regular two-year session. On

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the Senate side, Senators are limited to 40 bill introductions over the same time period. The State Legislature concluded the first year of its two-year session on September 13, 2019 and reconvened for its second year on January 6, 2020. The state policy areas include:

<b>State</b>	
Active Transportation	Affordable Housing
Building Resilience	Cap & Trade
Congestion Reduction	Freight & Goods Movement
Government Efficiency	Project Streamlining
Technology & Data	Transportation Development Act
Transportation Funding	Transportation Safety

**Federal**

The 116<sup>th</sup> United States Congress first convened in Washington, D.C. on January 3, 2019. Like the California State Legislature, Congress meets for two years. The 116<sup>th</sup> Congress will conclude on January 3, 2021. The federal policy areas include:

<b>Federal</b>	
Affordable Housing & Homelessness	Aviation
Environment & Air Quality	Freight & Goods Movement
Project Streamlining	Public-Private Partnerships
Public Transit & Mobility	Reauthorization of the FAST Act
Transportation Funding	

At the LCMC’s November 19, 2019 meeting, Committee Members offered their feedback on staff’s proposed draft, as well as policy direction on the restoration of redevelopment agencies and the expansion of tax increment financing, federal housing and homelessness programs, airline passenger facility charges, California’s ability to establish its own tailpipe emission standards and zero-emission vehicle requirements, and a transition to a mileage-based road user fee. There was robust discussion on these issues and the draft platform was updated to reflect the direction of the LCMC.

Committee Members deliberated several viewpoints on whether the 2020 State and Federal Legislative Platform should include a bullet point expressing support for a transition from the federal gas tax to a mileage-based user fee mechanism (also known as Vehicle Miles Traveled (VMT)) to fund transportation at the federal level. Several members of the Committee expressed support for this, consistent with SCAG’s current 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the draft 2020 Connect SoCal. Concerns were raised,

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however, relating to consumer privacy, equity for low-income and rural users, and return to source for the regions generating the revenues.

At the LCMC's December 17, 2019 meeting, Committee Members reviewed three options for potential inclusion in the draft 2020 State and Federal Legislative Platform which would express support for the transition to a mileage-based user fee system, while also addressing the concerns shared at the previous month's meeting. Discussion ensued and the LCMC voted 8-5 to include what is now bullet point number 30 in the federal "Transportation Funding" section of the legislative platform.

The remaining balance of the platform was unanimously adopted by the 10 Committee Members present for that vote.

**RECOMMENDATION:**

The 2020 State and Federal Legislative Platform is designed to encompass a broad range of legislative proposals that may be advanced throughout the 2020 legislative sessions at the state and federal levels. Action on specific legislation pursuant to this platform, if adopted, will be brought again to the LCMC and RC for consideration and action as the legislative calendar permits throughout the year.

Staff presented the 2020 state and federal legislative platform to the LCMC on November 19, 2019 and December 18, 2019. At its December 18, 2019 meeting, the LCMC voted to recommend a "support" position to the Regional Council.

**FISCAL IMPACT:**

Work associated with the 2020 State and Federal Legislative Platform is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 2020 State & Federal Leg Platform



## 2020 State & Federal Legislative Platform

### ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

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

### SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2020 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.



## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements (i.e., pedestrian and bicycle infrastructure to connect transit riders to stations); separated, on-street bike facilities to increase safety; multi-use trails (i.e., along river and utility corridors, rails to trails projects, etc.); Safe Routes to School Programs; and other strategies to increase safe walking and biking.
2. Support efforts that build off the many successes of the ATP by simplifying project delivery, building local capacity to deliver transformative projects, and providing regions greater flexibility to innovate and strategically invest funds to meet local needs.
3. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.
4. Support legislation that protects the safety of active transportation users and ensure any new legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing

5. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.
6. Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts, and emphasize tax increment as a public financing tool that does not increase taxes to residents.
8. Advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
9. As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.

### Building Resilience

10. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
11. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

### Cap & Trade

12. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
13. Support continued investment in GGRF-funded programs that reflect the physical and social realities of the diverse communities across the SCAG region, such as the Clean Vehicle Rebate Project, Single-Family Energy Efficiency, and Low Income Weatherization programs.

14. Offer state-funded technical assistance to communities throughout California to more successfully access GGRF resources and support efforts to increase accessibility to GGRF-funded programs by directing outreach to programs for which the regions of the state are best suited to achieve GHG reduction.
15. Support program guidelines and scoring criteria that recognize and are sensitive to California’s urban and suburban built environment.
16. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program as a way to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

17. Support legislation that expands access to commuter benefit programs for employees.
18. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, or funding ongoing Safe Routes to Schools programs.
19. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.
20. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

#### Freight & Goods Movement

21. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State’s high-volume freight corridors.
22. Support funding to preserve and maintain transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
23. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

#### Government Efficiency

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

#### Project Streamlining

25. Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
26. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
27. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes in an effort to expedite legal review of CEQA challenges.
28. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

#### Technology & Data

29. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous

vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

30. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.
31. Encourage and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems to ensure new regulations adequately protect users of all modes and support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
32. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.

#### Transportation Development Act

33. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
34. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

35. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
36. Support regional equity consideration for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
37. Support efforts that reduce the expense of transportation improvement projects by controlling the escalating costs associated with stormwater runoff requirements.
38. Support increased funding for transportation projects based on applied regional performance metrics.
39. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
40. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures similar to the authority given to school districts.
41. Reemphasize the need for the California High Speed Rail Authority to secure funding from non-Prop. 1A sources for other critical rail infrastructure projects, such as grade separations, to deliver the balance of the Authority's \$1 billion commitment to the Southern California region.

#### Transportation Safety

42. Maintain active participation in the state's Zero Traffic Fatalities Task Force, which will compile a report to the Secretary of Transportation to evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on other steps to increase pedestrian and bicyclist safety.
43. Work with the state and local partners to identify new tools and funding mechanisms to achieve the region's safety targets.

## FEDERAL

### Affordable Housing & Homelessness

1. As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG) and the HOME Investment Partnerships Program (HOME), that are effective tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

### Aviation

3. Support flexibility with respect to the Airport Improvement Program, a federal grant program that provides funding to airports to help improve safety and efficiency.
4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

### Environment & Air Quality

7. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
8. Support the ability of county and local governments to follow the state's lead by purchasing vehicles only from manufacturers that share California's commitment to its tailpipe and ZEV goals.

### Freight & Goods Movement

9. Support funding proposals that maintain and expand transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
10. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
11. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards.
12. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
13. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

### Project Streamlining

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

### Public-Private Partnerships

15. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of

the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.

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

#### Public Transit & Mobility

20. Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
21. Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
22. Support legislation related to emerging mobility services to ensure new federal regulations support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
23. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

#### Reauthorization of the FAST Act

24. Support a long-term reauthorization of the FAST Act with increased federal funding to provide stable investments into the national infrastructure and transportation system.
25. Renew the INFRA program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.
26. Expand eligibility for any planning awards under the reauthorized FAST Act to include MPOs as eligible recipients.
27. Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.
28. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

#### Transportation Funding

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

32. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
33. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
34. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.

DRAFT





Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** ACA 1 (Aguiar-Curry) – Voter Approval Threshold

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Watch

**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:**

***Assembly Constitutional Amendment (ACA) 1 is a proposed measure that would lower the voter-approval threshold for the imposition, extension, or increase of a special tax and local general obligation bond by a local government to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects, from two-thirds to 55 percent.***

***Staff presented ACA 1 to the Legislative/Communications & Membership Committee (LCMC) at its meeting on January 21, 2020 and proposed a “support” position. After several members expressed concerns about the broad definition of public infrastructure and lowering the voter threshold to 55 percent, the LCMC voted to recommend to the Regional Council a “watch” position on the measure.***

**BACKGROUND:**

The California Constitution defines a “special tax” as any tax imposed for specific purposes, including funding local transportation projects. The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of two-thirds (66.67 percent) of the voters of the city, county, or special district voting on that tax. By lowering the voter-threshold for the imposition, extension or increase of a special tax by a local government, ACA 1 would provide a city, county, or special district with the potential to generate additional resources to fund public infrastructure or affordable housing projects. For example, in November 2016, Ventura County placed Measure AA on the ballot, which would have imposed a 0.5 percent sales tax for 30 years for transportation infrastructure in Ventura County. A two-thirds

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supermajority vote was required for the approval of this measure. Measure AA failed because it gained support from only 58 percent of voters. If approved by the legislature, ACA 1 could make it easier to pass tax measures like Measure AA to fund transportation infrastructure.

### **ACA 1**

Introduced by Assemblymember Cecilia Aguiar-Curry (D-Winters), ACA 1 would lower the local vote threshold for local bonds and taxes that invest in public infrastructure and affordable housing from two-thirds to 55 percent. ACA 1 is cosponsored by Assemblymembers Marc Berman (D-Los Altos), Richard Bloom (D-Santa Monica), Rob Bonta (D-Oakland), Autumn Burke (D-Inglewood), David Chiu (D-San Francisco), Kansen Chu (D-Milpitas), Jim Cooper (D-Elk Grove), Susan Talamantes Eggman (D-Stockton), Jim Frazier (D-Brentwood), Eduardo Garcia (D-Coachella), Mike Gipson (D-Gardena), Todd Gloria (D-San Diego), Lorena Gonzalez (D-San Diego), Tim Grayson (D-Vallejo), Chris Holden (D-Pasadena), Reginald Jones-Sawyer (D-Los Angeles), Ash Kalra (D-San Jose), Marc Levine (D-San Rafael), Evan Low (D-Cupertino), Kevin McCarty (D-Sacramento), Kevin Mullin (D-San Mateo), Adrin Nazarian (D-Van Nuys), Bill Quirk (D-Hayward), Luz Rivas (D-Arleta), Robert Rivas (D-Salinas), Blanca Rubio (D-West Covina), Miguel Santiago (D-Los Angeles), Mark Stone (D-Santa Cruz), Phil Ting (D-San Francisco), Shirley Weber (D-San Diego), Buffy Wicks (D-Berkeley), and Jim Wood (D-Eureka) and Senators Jim Beall (D-San Jose), Jerry Hill (D-San Mateo), Nancy Skinner (D-Oakland), and Scott Wiener (D-San Francisco).

ACA 1 passed out to the Assembly Local Government Committee on March 27, 2019 by a vote of 5-2-1 and the Assembly Appropriations Committee on May 16, 2019 by an 11-7 vote. ACA 1 was then considered by the full Assembly on August 18, 2019 where it needed a two-thirds supermajority vote to pass. The proposal failed by a vote of 44-20-15. While unsuccessful, reconsideration was granted, which allows a measure that failed to be heard again in committee or on the Floor.

It should be noted that the Governor's signature is not required to approve a constitutional amendment. If approved by super majorities of both houses of the legislature, the constitutional amendment would require an affirmative vote of the people before it takes effect. June 25, 2020 is the last day for constitutional amendments like ACA 1 to be approved by the legislature and to qualify for the November 3, 2020 General Election ballot.

#### **Support** *(highlights)*

- California Professional Firefighters
- Housing California
- State Building and Construction Trades Council
- California Labor Federation
- American Planning Association California
- Association of Bay Area Governments

#### **Opposition**

- Howard Jarvis Taxpayers Association
- Valley Industry and Commerce Association



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- Beaumont-Cherry Valley Water District
  - Burbank Housing
  - California Apartment Association
  - California Association of Council of Governments
  - California Association of Housing Authorities
  - California Association of Sanitation Agencies
  - California Community Builders
  - California Contract Cities
  - California Housing Consortium
  - California Housing Partnership
  - California Nurses Association
  - California Special Districts Association
  - California State Association of Counties
  - California State Pipe Trades Council
  - California Transit Association
  - California Transportation Commission (CTC)
  - Chino Valley Fire District
  - City of Beverly Hills
  - City of Burbank
  - City of Camarillo
  - City of El Centro
  - City of El Cerrito
  - City of La Quinta
  - City of Laguna Beach
  - City of Long Beach
  - City of Los Alamitos
  - City of Moorpark
  - City of Murrieta
  - City of Placentia
  - City of Santa Monica
  - City of Ventura
  - City of West Hollywood
  - City of Yucaipa
  - Cucamonga Valley Water District
  - Desert Recreation District
  - Eric Garcetti, Mayor, City of Los Angeles
  - Fire Districts Association of California
  - Gateway Cities Council of Governments
  - Inland Empire Utilities Agency
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- League of California Cities
  - League of Women Voters of California
  - Los Angeles County Metropolitan Transportation Authority
  - Metropolitan Transportation Commission
  - South Coast Water District
  - Southern California Association of NonProfit Housing
  - Urban Counties of California
  - Ventura Council of Governments
  - Ventura County Transportation Commission

**Prior Committee Action**

Staff presented ACA 1 to the LCMC at its meeting on January 21, 2020 and proposed a “support” position consistent with Regional Council-adopted policy and legislative priorities that support new funding tools to enable local governments to expand transit and build affordable housing infrastructure.

Several members of the LCMC raised concerns over the broad definition of public infrastructure and lowering the voter threshold to 55 percent. Subsequently, the LCMC voted to recommend a “watch” position to the Regional Council by a vote of 7 to 6.

**FISCAL IMPACT:**

Work associated with the ACA 1 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** SB 45 (Allen) - Climate Change Resiliency Bond Act of 2020

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Watch and work with author.

**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:**

***Senate Bill (SB) 45 would authorize a "climate resiliency" bond to be placed on the November 3, 2020 General Election ballot. If approved by voters, it would authorize approximately \$4.2 billion in general obligation bonds to finance projects for wildfire prevention, safe drinking water, drought preparation, and flood protection programs.***

***Staff presented SB 45 to the Legislative/Communications & Membership Committee (LCMC) at its meeting on January 21, 2020 and proposed a "support" position. After a robust discussion primarily concerning the need for policy changes that address management of California’s resources, the LCMC voted 10 to 2 to recommend to the Regional Council a "watch and work with author" position. The committee expressed a desire to be proactive and engage with the bill’s author to improve the measure, understanding that there are multiple versions being discussed.***

**BACKGROUND:**

Research demonstrates that climate change could have consequential effects throughout California. These include sea-level rise, inland flooding, more severe heat days, more frequent drought, and increased risk of wildfires. These climate change effects have the potential to damage state and local infrastructure, disrupt the provision of key services, impair natural habitats, and affect regional economies. Seas along the California coast are projected to rise between two and seven feet by 2100. One study estimates that by 2100, sea-level rise, combined with the impact of a 100-year storm, could put \$150 billion of property value at risk in California, as well as cause loss of beaches and other coastal habitats.

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**SB 45**

Senator Ben Allen (D-Santa Monica) introduced SB 45 on December 3, 2018. This bill would place a “climate resiliency” bond on the November 3, 2020 General Election ballot. If approved by voters, it would authorize \$4.2 billion in general obligation bonds to help prevent wildfires and floods, as well as reduce the impacts of drought and provide clean drinking water. Bond revenue would be distributed as follows:

Amount	Designation
\$1.62 billion	Reduce wildfire, drought, or other natural disaster risk resulting from climate change
\$1.17 billion	Provide safe drinking water and protect water supply and water quality
\$520 million	Protect fish and wildlife and natural resources from climate impacts
\$190 million	Improve climate resilience of agricultural lands
\$630 million	Protect coastal lands, oceans, bays, waters, natural resources, and wildlife
\$60 million	Enhance workforce development

Governor Gavin Newsom released the 2020-21 State Budget on Friday, January 10, 2020. It included a Climate Budget that proposes to invest \$12 billion in climate change spending over the next five years. Key components include a \$1 billion Climate Catalyst Fund, \$4.8 billion in Cap-and-Trade expenditures for climate change related programs, and a \$4.75 billion “climate resiliency” bond that would help insulate property, forests, water supplies, and wildlife habitat from the risks of climate change. Funds would be allocated in the following categories:

**Climate Resilience Bond**  
(Dollars in Millions)

Investment Category	Department	Program	Amount
Drinking Water, Flood, Drought	Department of Water Resources / State Water Resources Control Board	Regional and Inter-regional Water Resilience	\$1,000
	Department of Water Resources	Sustainable Groundwater Management	\$395
	State Water Resources Control Board	Safe Drinking Water	\$360
	Department of Water Resources	Flood - Urban/USACE Projects	\$340
		Flood - Systemwide Multi-benefit	\$270
	Natural Resources Agency	Salton Sea	\$220
	California Department of Food and Agriculture	Environmental Farming Incentive Program	\$200
	Department of Fish and Wildlife	Enhanced Stream Flows and Fish Passage	\$140
	Subtotal	\$2,925	
Wildfire	Natural Resources Agency, CAL FIRE, and Office of Emergency Services	Hardening of Critical Community Infrastructure	\$500
	CAL FIRE	Forest Health	\$250
	Subtotal	\$750	
Sea Level Rise	Ocean Protection Council	Coastal Wetland Restoration	\$320
		Nature-Based Solutions to Build Resilience	\$130
		Demonstration Projects to Protect Critical Infrastructure	\$50
	Subtotal	\$500	
Extreme Heat	Natural Resources Agency	Urban Greening and Forestry	\$200
	Strategic Growth Council	Cool Surface Materials	\$125
	Subtotal	\$325	
Community Resilience	Strategic Growth Council	Community Resilience Planning	\$25
		Community Resiliency Centers	\$225
	Subtotal	\$250	
	<b>Total</b>	<b>\$4,750</b>	

It should be noted that there are multiple versions of a “climate resiliency” bond, and Governor Newsom and lawmakers are currently negotiating the amount and scope of a bond measure. Senator Allen's bill started at \$4 billion and is currently at \$4.2 billion, but lawmakers on both sides are talking about higher figures.

SB 45 was referred to and approved by the Senate Natural Resources and Water Committee, Senate Environmental Quality Committee, and the Senate Governance and Finance Committee. On May 6, 2019, SB 45 was set for a hearing in the Senate Appropriations Committee, but was cancelled at the request of Senator Allen. At the end of 2019, state legislative leaders announced that both houses would support a “climate resiliency” bond measure. A new hearing was set for SB 45, and it was approved by the Senate Appropriations Committee by a vote of 5-1, on January 23, 2020. Senator Allen is expected to propose new amendments to SB 45 before the full Senate considers the bill. One of the expected amendments would increase the value of the bond from \$4.2 billion to \$5.5 billion.

On the Assembly side, Speaker Anthony Rendon (D-Lakewood) designated Assemblymembers Eduardo Garcia (D-Coachella), Kevin Mullin (D-South San Francisco), Laura Friedman (D-Glendale), and Richard Bloom (D-Santa Monica) to lead the Assembly’s effort on this bill. It is unclear if they will introduce a new bill or use AB 352 as a legislative vehicle. AB 352 was introduced by Assemblymember Eduardo Garcia and proposes a \$3.9 billion bond to finance wildlife prevention, safe drinking water, drought preparation, and flood protection programs.

**Support**

- Allstate Insurance Company
- Arroyos & Foothills Conservancy
- Audobon California
- California Association Of Local Conservation Corps
- California Association Of Recreation & Park Districts
- California Council Of Land Trusts
- California Outdoors Recreation Partnership
- California State Parks Foundation
- California Trout
- California Waterfowl Association
- Citizens For Los Angeles Wildlife
- City Of Santa Monica
- Endangered Habitats League
- Friends Of Joshua Tree

**Opposition**

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- Friends of the Los Angeles River
  - Hills For Everyone
  - John Muir Land Trust
  - Laguna Greenbelt Inc.
  - Los Angeles Neighborhood Land Trust
  - Nature Conservancy
  - The Ocean Conservancy
  - The Outdoor Industry Association
  - Rails-To-Trails Conservancy
  - The Trust For Public Land
  - The Wilderness Society

**Prior Committee Action**

Staff presented SB 45 to the LCMC at its meeting on January 21, 2020 and proposed a “support” position consistent with Regional Council-adopted policy and legislative priorities that state support for programs that provide resources for communities to prepare for the consequences of a changing climate and resulting natural disasters. Members of the committee discussed the need for policy changes that manage California’s resources as part of a solution and make earthquake resiliency projects eligible for funds.

The LCMC voted to recommend a “watch and work with author” position to the Regional Council. The committee expressed a desire to be proactive and engage with the bill’s author to improve the measure, understanding that there are multiple versions being discussed.

**FISCAL IMPACT:**

Work associated with the SB 45 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

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**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** SB 795 (Beall, McGuire, Portantino) - Affordable Housing &  
Community Development Investment Program

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Support

**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:**

*Senate Bill (SB) 795 would create the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee located at the state government level. The bill would authorize a city, county, joint powers agency, or enhanced infrastructure financing district to apply to the Committee to participate in the program. The bill would allow local agencies to reduce their contributions to their county’s Educational Revenue Augmentation Fund (ERAF) to fund affordable housing projects and related infrastructure.*

*Staff presented SB 795 to the Legislative/Communications & Membership Committee (LCMC) at its meeting on January 21, 2020, after which the LCMC unanimously voted to recommend a “support” position to the Regional Council.*

**BACKGROUND:**

Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities.

Existing law authorizes certain local agencies to form an enhanced infrastructure financing district

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(EIFD), affordable housing authority, transit village development district, or community revitalization and investment authority for purposes of, among other things, infrastructure, affordable housing, and economic revitalization.

### **SB 795**

Introduced by Senators Jim Beall (D-San Jose), Mike McGuire (D-Healdsburg), and Anthony Portantino (D- La Cañada Flintridge), SB 795 would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.

The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize that new agency to apply for funding under the program and issue bonds to carry out the approved project or plan. SB 795 would provide that eligible projects include, among other things, the pre-development, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and projects promoting strong neighborhoods.

The Affordable Housing and Community Development Investment Committee, upon approval of a plan, would then issue an order directing the county auditor to transfer an amount of property tax revenue that is equal to the affordable housing and community development investment amount approved by the Committee from the county's ERAF. The bill would require the county auditor to either deposit that amount into the Affordable Housing and Community Development Investment Fund, which this bill would create in the treasury of each county, or, if the applicant is a specified type of authority or special district, to transfer to the city or county that created the new agency an amount of property tax revenue equal to the amount approved by the Affordable Housing and Community Development Investment Committee for that authority or district. The bill would require the city or county that created the district to, upon receipt, transfer those funds to the authority or district in an amount equal to the affordable housing and community development investment amount for that authority or district. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

Subject to the Legislature enacting a budget bill for the applicable fiscal year that specifies the amount for the Affordable Housing and Community Development Investment Committee to allocate pursuant to the program, SB 795 would require the committee to approve no more than \$200,000,000 per year from July 1, 2022, to June 30, 2027, and \$250,000,000 per year from July 1,

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2027, to June 30, 2031, in transfers from ERAFs for applicants for plans approved pursuant to this program.

Lastly, SB 795 would require the Director of Finance to adjust the percentage of General Fund revenues appropriated for school districts and community college districts to ensure that the transfers from a county's ERAF have no net fiscal impact upon the total amount of the General Fund revenue and local property tax revenue allocated to school districts and community college districts.

**Support**

- State Building & Construction Trades Council, -  
ALF-CIO (Sponsor)

**Opposition****Staff Recommendation**

Since the elimination of redevelopment agencies (RDAs), the State has enacted numerous financing tools, but few jurisdictions have taken advantage of them due to their limited financial capacity. With a projected multi-billion State budget surplus for the 2020-21 fiscal year, the time is right for the State to restore more robust financing mechanisms that support local efforts to build more affordable housing, provide essential infrastructure, and create opportunities in underserved communities.

At its April 5, 2019 meeting, the Regional Council adopted a support position on SB 5 (Beall, McGuire, Portantino; 2019), which was ultimately vetoed by Governor Newsom. SB 795 is a near identical version of SB 5. One notable difference is that SB 5 was sponsored by the League of California Cities, whereas SB 795 is sponsored by the State Building Trades Council.

Staff presented SB 795 to the LCMC at its meeting on January 21, 2020, after which the LCMC unanimously voted to recommend a "support" position to the Regional Council. This is consistent with Regional Council-adopted policy and legislative priorities to support new funding tools to enable local governments to expand transit-oriented development and build affordable housing infrastructure.

**FISCAL IMPACT:**

Work associated with the SB 795 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

**To:** Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kome Ajise, Executive Director, ajise@scag.ca.gov  
(213) 236-1835  
**Subject:** Regional Safety Targets 2020

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council adopt SCAG’s calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

**RECOMMENDED ACTION FOR RC:**

Adopt SCAG’s calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

**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 Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule calls for State DOTs, working with Metropolitan Planning Organizations (MPOs), to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established aspirational statewide safety targets in August 2019 for the calendar year 2020. SCAG has until February 27, 2020 to establish regional safety targets. Calendar year 2020 is the third year for which safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the region, or use a combination of both. SCAG staff recommend supporting the statewide targets and adopting SCAG-specific targets based on Caltrans’ target setting methodology, consistent with our approach in prior years. This recommendation would allow SCAG to more accurately monitor its performance in relation to the State’s targets going forward. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year.*

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**BACKGROUND:**Safety Performance Management Measures Final Rule

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

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

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

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

Caltrans is required to establish statewide targets on an annual basis, beginning August 2019 for calendar year 2020 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes the statewide targets (i.e., February 27 each year). Calendar year 2020 is the third year for which Safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the SCAG region, or use a combination of both. In the prior two years of target setting, SCAG supported the statewide targets and adopted SCAG-specific targets based on Caltrans' target setting methodology. SCAG must provide regular updates on its progress towards achieving these targets, including within Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy, and the Federal Transportation Improvement Program.

FHWA will consider whether Caltrans has met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. The met or made significant progress determination only applies to State DOT targets, not MPOs. However, as part of oversight of the planning process, FHWA will review how MPOs such as SCAG are addressing their targets or assisting the state in achieving its targets during Transportation Management Area (TMA) Certification Reviews, when FHWA reviews the Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs). FHWA will also review how MPO targets are achieved during the Federal Planning Finding associated with the approval of the STIP. If California does not meet its targets, a State Implementation Plan will have to be developed to meet its targets, and whatever flexibility there is in using HSIP funds will be gone. Also, if California is not meeting the requirements, greater coordination of Caltrans and MPO safety activities will likely have to occur.

#### Target Setting Approaches

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

#### Caltrans’ Statewide Safety Targets

Caltrans used a vision-based approach to establish the calendar year 2018, 2019, and 2020 statewide safety targets. This year’s approach is consistent with prior years, with minor changes in forecasting the fatalities and serious injuries. For the year 2020, Caltrans chose to reach a target line of zero fatalities by 2050. Fatalities should be reduced by 3.03 percent and serious injuries should be reduced by 1.5 percent annually to reach the goal of zero by 2050. Similarly, for non-motorized fatalities, a 3.03 percent decrease rate was applied and 1.5 percent rate of decrease is applied to serious injuries. The decrease in fatalities, serious injuries and non-motorized fatalities and serious injuries is applied from year 2016 onwards. The percentage

decreases are carried forward for the future years. The statewide targets for calendar year 2020, all of which reflect five-year rolling averages, are as follows:

- Number of Fatalities: 3,518.0
- Rate of Fatalities per 100 million VMT: 1.023
- Number of Serious Injuries: 13,740.4
- Rate of Serious Injuries per 100 million VMT: 3.994
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 4,147.4

For additional details regarding the State's target setting methodology, please review Attachment 1: Safety Performance Management Targets for 2020.

### Regional Safety Targets

#### *Target Setting Evaluation*

In order to evaluate potential targets, SCAG staff took the following steps: (1) estimate the existing trends to determine where we are now, (2) determine what external factors will impact the target in order to forecast future trends, and (3) estimate targets based on forecasted fatality reductions from safety plans. SCAG's efforts related to each of these steps is detailed below.

#### (1) Regional Existing Conditions

SCAG staff developed an existing conditions report that analyzed the region's roadway collision data, patterns, and trends. In summary, on average, 1,500 people are killed, 5,400 were seriously injured, and 136,320 were injured in traffic collisions in Southern California every year. These collisions are happening in every community in the region, from El Centro in Imperial County to Malibu in Los Angeles County. They are happening to people from all walks of life, to those who drive and disproportionately, to those who walk and bike. SCAG experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise, though they have not risen to their previous peaks.

#### (2) Influence of External Factors

Collisions and collision severity are impacted by many factors, some of which are not under the direct control of transportation agencies, such as vehicle safety features, weather, and the state of the economy. Some research suggests that in California, 70 percent of the collision variation can be taken into account from only considering the unemployment rate and per capital Gross Domestic Product (GDP) growth for California for the years 1998 to 2015.<sup>1</sup> Other external factors to consider include: continued population growth; demographic changes (e.g.,

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<sup>1</sup> National Cooperative Highway Research Project 17-67, "Identification of Factors Contributing to the Decline of Fatalities in the United States"



increasing share of older adults, Millennial transport preferences); the changing mode mix on the roadways; mobility innovations; changing drug laws; and the availability of funding for safety-related projects and programs, among others.

(3) Estimating Targets based on Forecasted Fatality Reductions from Safety Plans

Though there are clearly many external factors, SCAG recognizes that there are many actions agencies can take to influence the numbers and rates of fatalities and serious injuries, including engineering our roadways better, conducting targeted education and enforcement, and ongoing evaluation. Also, we are undoubtedly in a better position to take actions that can have impact when we have a firm handle on our existing conditions. Unfortunately, at this time, SCAG does not have modeling software that can forecast collisions and safety numbers. However, SCAG staff is actively seeking grant funding to support the development of such a model that would take into account a variety of inputs including proposed transportation projects, land uses, population growth, VMT growth, roadway types, and the density of intersections, for example. In the absence of modeling, SCAG staff applied the State’s methodology to the region. As reflected in the table below, 3.03 percent reduction is applied to fatalities and 1.5 percent reduction is applied to serious injuries for 2017 until 2050, 2016 being the base year. The percentage decrease is carried over in the future years.

**Table 1: Regional Targets**

Measure	Single Yr SCAG 2016	Baseline 5-Year Rolling average SCAG 2016	SCAG Targets 2019	Caltrans Targets 2019	SCAG Targets 2020	Caltrans Targets 2020
Number of Fatalities	1711	1461.8	1467	3445.4	1607	3518
Rate of Fatalities per 100 MVMT	1.04	0.95	0.89	0.995	0.96	1.02
Number of Serious Injuries	5913	5068	5552	12688	5736	13,740
Rate of Serious Injuries per 100 MVMT	3.59	3.18	3.37	3.66	3.42	3.994
Total Number of Non - motorized	1993	1828.8	2133	3949.8	1915.98	4147.4
* In all cases, referring to victims, not collisions						

**Safety Planning and Performance Tracking**

Federal and state evaluation of the achievement of the safety targets is scheduled to occur in 2022. Based on the most recent five years of data (through 2017), it appears that the SCAG region is on track to achieve the targets. However, it is important to note to achieve our targets, significant efforts on the part of stakeholders are necessary.

The SCAG region is experiencing an upward trend in fatalities and serious injuries like the State and the nation. To motivate reductions, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants (funding Vision Zero Action Plans); it convenes a quarterly Safety Working Group and periodic peer exchanges to facilitate information sharing; it implements a regional safety community outreach and advertising campaign, Go Human; and its long-range plan, Connect SoCal, provides a framework, largely grounded in the State’s Strategic Highway Safety Plan, that can help member agencies interested in pursuing safety initiatives and strategies at the local level. In the past year, SCAG has also been serving on the State’s Zero Traffic Fatalities Task Force, which was established by AB 2363 to develop policies to reduce traffic fatalities to zero and has been focused on the issue of speed.

Based on a review of the projects included in the Federal Transportation Improvement Program (FTIP), there are nearly 400 projects, valued at more than \$5 billion, which are anticipated to result in safety benefits (See Table 2). SCAG anticipates that with continued work with its Transportation Safety Working Group to develop a Regional Safety Strategy and High Injury Network, the region will continue to make progress towards achieving its annual safety targets.

**Table 2: 2016 RTP/SCS Safety Projects - FTIP (\*Thousands)**

County	* Safety Projects Programming	* All Projects Programming	Total Safety Projects	Total Projects	% of Total
Imperial	\$11,287	\$60,193	12	73	16
Los Angeles	\$3,037,807	\$19,382,656	232	936	25
Orange	\$516,422	\$3,007,022	36	180	20
Riverside	\$1,311,227	\$ 7,070,337	55	396	14
San Bernardino	\$182,463	\$4,006,990	25	265	9
Ventura	\$187,597	\$856,230	30	174	17

Various	\$182,463	\$184,686	2	7	29
Region Totals	\$5,429,266	\$34,568,114	392	2031	19

Note: The table may not reflect a complete accounting of safety projects in the region due to the way projects are detailed in the FTIP (safety elements may not be explicitly described) and because jurisdictions may implement projects that are locally funded and not required to be included in the FTIP.

**Target Setting Recommendation**

As previously mentioned, SCAG may support the statewide targets, establish numerical targets specific to our region, or use a combination of both. Based on the issues outlined earlier—that is, the considerable influence of external factors such as the economy and SCAG’s current inability to accurately forecast safety numbers using a model—SCAG staff recommend supporting the overall statewide targets and adopting SCAG-specific targets based on Caltrans’ target setting methodology (See Attachment 1). This means that SCAG will work towards achieving annual reductions of 3.03 percent in fatalities and 1.5 percent in serious injuries until 2050, at which time California and the region are anticipated to experience zero traffic-related fatalities. This recommendation allows SCAG to establish numerical targets specific to the region that are consistent with and supportive of the statewide targets, and it allows SCAG to more accurately monitor its performance in relation to the State’s targets going forward. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in the OWP (010.00170.08: Transportation Security Planning)

**ATTACHMENT(S):**

1. PowerPoint Presentation - Regional Safety Target Setting 2020
2. SPM Decision Document 2020 - Septv2

# Regional Safety Targets 2020

Transportation Committee

Courtney Aguirre  
Hina Chanchlani  
February 06, 2020  
[www.scag.ca.gov](http://www.scag.ca.gov)



## Safety Performance Management Final Rule



- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures
  - Number of Fatalities (Victims)
  - Rate of Fatalities (victims) per 100 million VMT
  - Number of Serious Injuries (Victims)
  - Rate of Serious Injuries (victims) per 100 million VMT
  - Number of Non-motorized Fatalities and Non-motorized Serious Injuries (Victims)
- 5-Year Rolling Averages

## MPO Targets

- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2020)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State includes reporting in RTP/SCS and FTIP

## Safety Target Evaluation

- FHWA will determine whether a state has met or made significant progress towards meeting its targets
- A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets...
  - a) are met
  - or --
  - b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target

## Existing Conditions



**1,500** PEOPLE DIE EVERY YEAR FROM COLLISIONS



**5,200** PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

The top contributing factor of all collisions is unsafe speed.



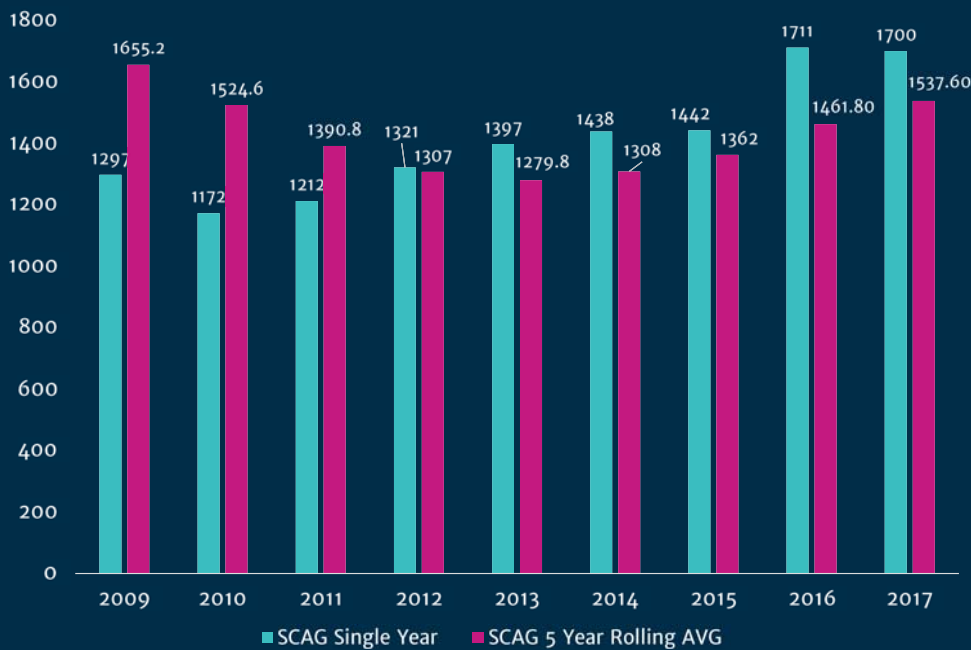
**136,000** PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



**270** COLLISIONS OCCUR PER DAY ON THE STREETS  
THAT IS ROUGHLY **99,000** PER YEAR

## Trends

Fatalities

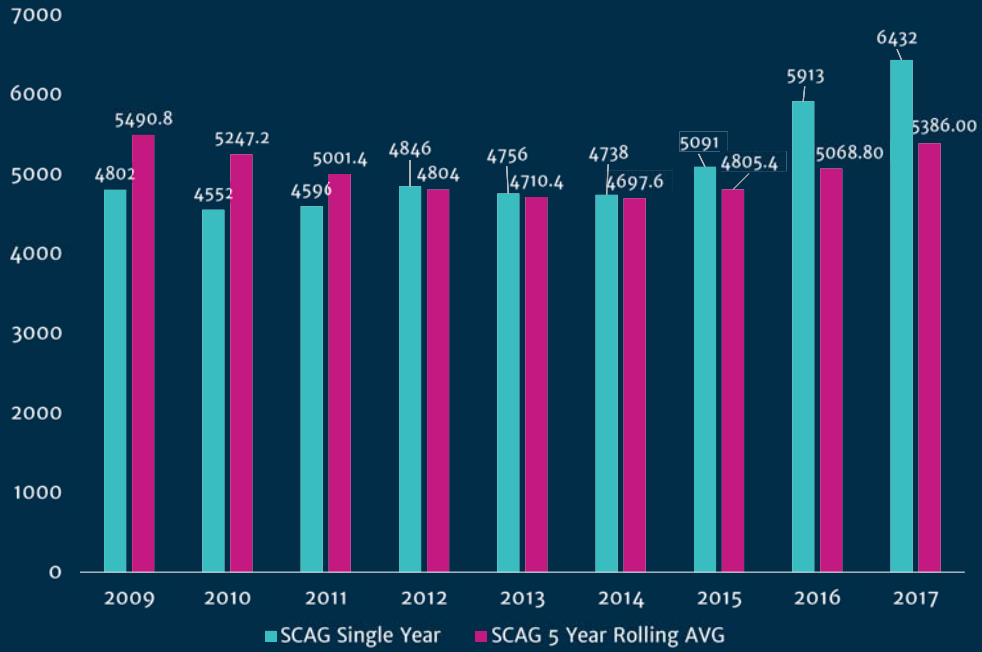




# Trends



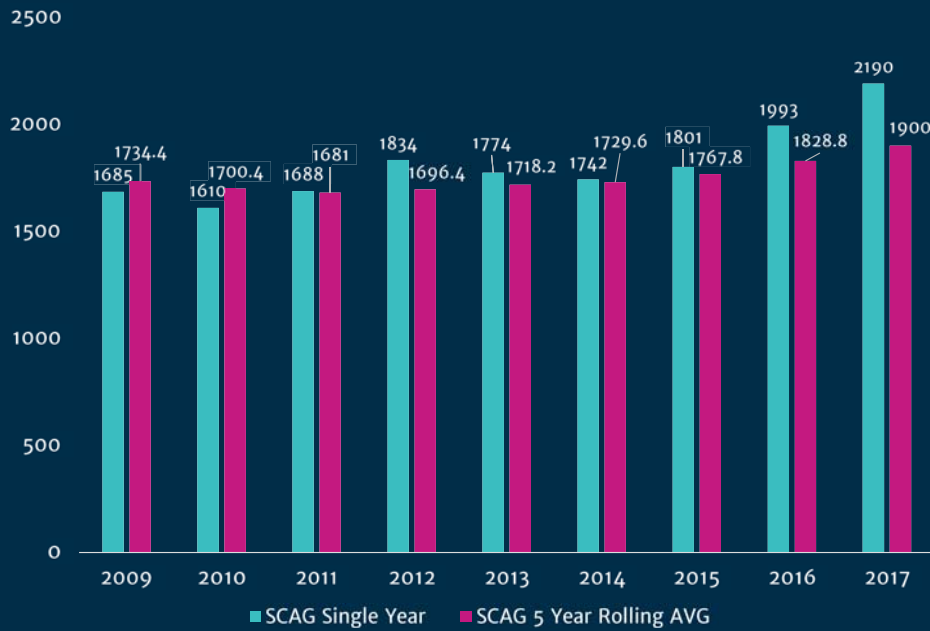
### Serious Injuries



# Trends



### Non Motorized Fatalities and Serious Injuries



## Safety Targets for 2020

Measure	Single Yr SCAG Region 2016	Baseline 5-Year Rolling average SCAG Region 2016	SCAG Targets 2019	Caltrans Targets 2019	SCAG Targets 2020	Caltrans Targets 2020
Number of Fatalities	1711	1461.8	1467	3445.4	1607	3518
Rate of Fatalities per 100 MVMT	1.04	0.95	0.89	0.995	0.96	1.023
Number of Serious Injuries	5913	5068	5552	12688.1	5735.61	13,740.4
Rate of Serious Injuries per 100 MVMT	3.59	3.18	3.366	3.661	3.42	3.994
Total Number of Non-motorized	1993	1828.8	2133	3949.8	1915.98	4147.4

\* In all cases, referring to victims, not collisions

## SCAG's Role in Transportation Safety

- Safety Policy and Planning
  - Support and collaborate on SHSP Steering Committee
  - Safety component of the RTP/SCS
  - Transportation Safety Regional Existing Conditions Report
  - Annual safety targets (TZD)
  - Report on progress towards achieving safety targets in FTIP and RTP/SCS
  - Supporting safety legislation (e.g., AB 2363) and statewide initiatives (Zero Traffic Fatalities Task Force)
  - Convening jurisdictions and agencies to achieve better coordination (Safety Working Group)





## SCAG's Role in Transportation Safety



- Data Collection and Analysis
  - Regional High Injury Network
  - Macro level safety modeling (seeking federal funding)
  - Gathering data such as roadway network, traffic volumes, and VMT
  - Analyzing, interpreting and sharing regional data



## SCAG's Role in Transportation Safety



- Funding Safety-Related Efforts
  - SCAG Sustainable Communities Planning Grants
  - Supporting ATP funded projects
- Encouraging Best Practices
  - Toolbox Tuesdays (High Injury Network Training)
  - Regional Safety Workshops & Peer Exchanges
- Leading and Collaborating on Safety Education Campaigns
  - Go Human



## Recommendation/Action

- Recommend that the Regional Council adopt SCAG's calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets, specifically:
  - The region will reduce fatalities by 3.03 percent and serious injuries by 1.5 percent on an annual basis and achieve a goal of towards zero deaths by 2050

## Next Steps

- February onwards: Work with stakeholders to implement Connect SoCal's safety strategies and actions
- February 2019, 2020, 2021 etc. – monitor progress and set updated targets each year

Thank You!

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## Safety Performance Management Targets for 2020

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

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

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

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2020	Percent Reduction for 2020
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

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

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is “a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads” (SHSP, 5). It further states that the “SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]” (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

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

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

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

## Target Selection Methodology

There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

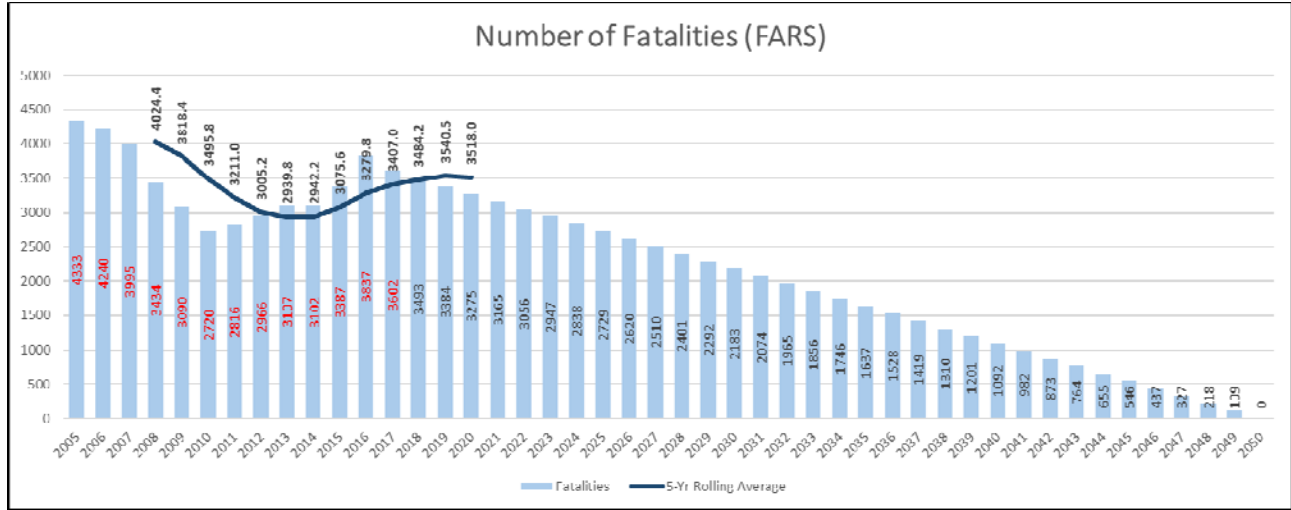
After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set “empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions’ previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes” (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

### *The Number of Fatalities*

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.



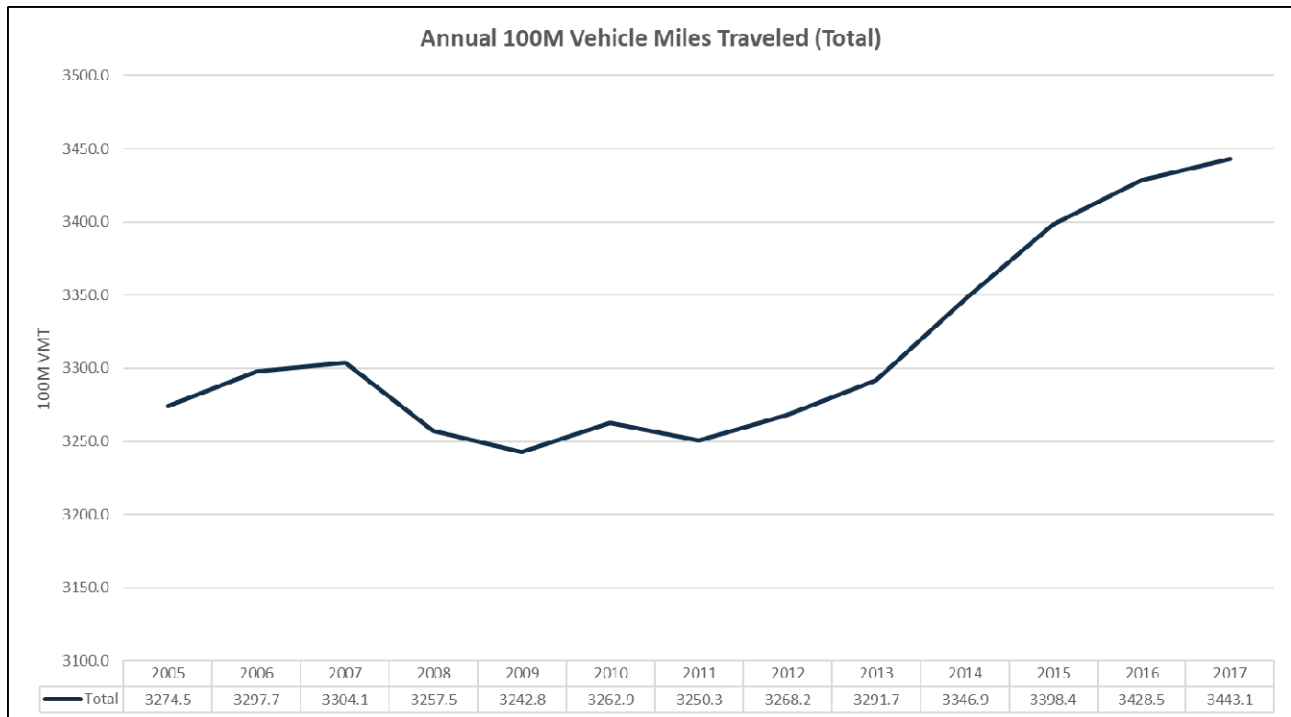
FIGURE 2: THE NUMBER OF FATALITIES



**Annual Fatality Rate (per 100M VMT)**

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

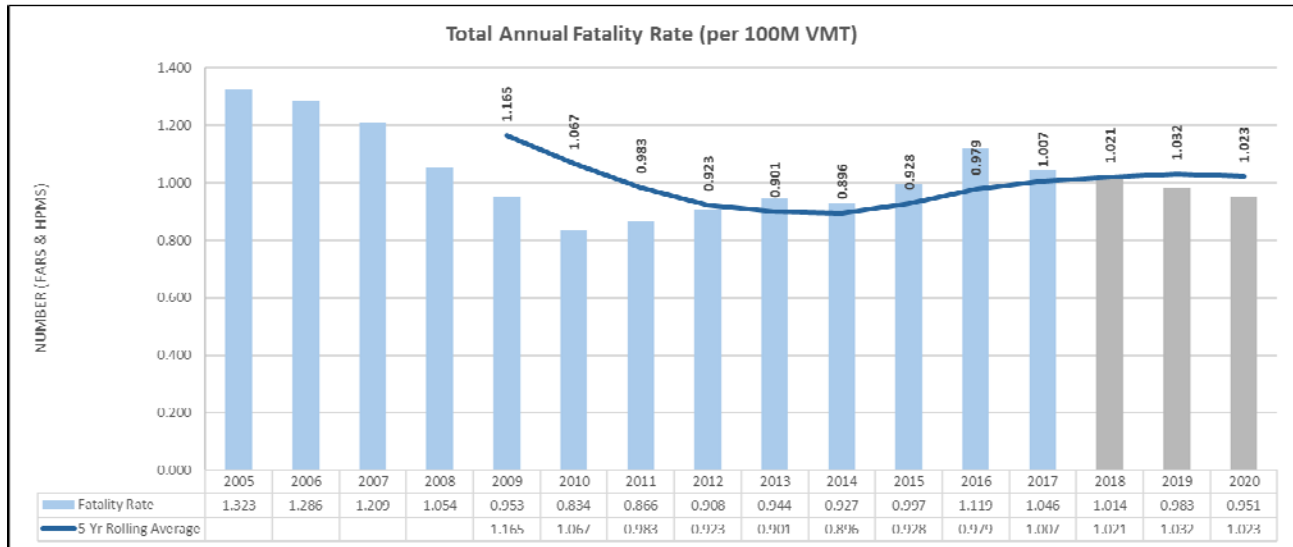
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES



The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target by the of December 2049 from 2017 to 2020.

FIGURE 4. THE FATALITY RATE



The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

**The Number of Serious Injuries**

The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to “A” in the KABCO Scale and the corresponding value in the SWITRS database is coded as “2”. This is explained in Table 2 (below).

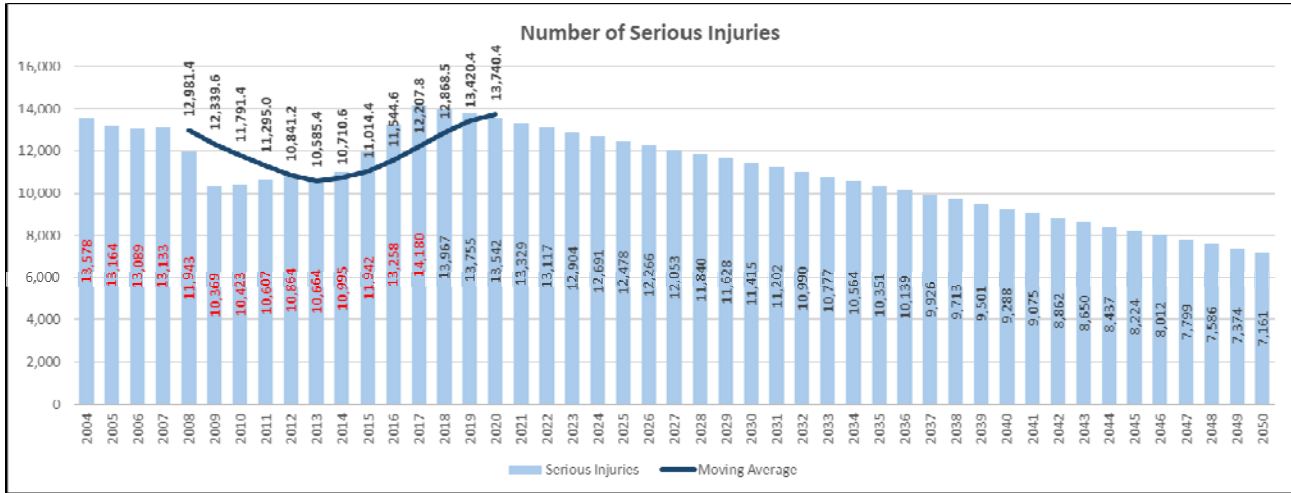
TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

KABCO Definition (FHWA)	SWITRS Definition (CHP)
K: Fatal Serious Injury	1: Fatal
A: Serious Injury	2: Injury (Severe)
B: Minor Injury	3: Injury (Other Visible)
C: Possible Injury	4: Injury (Complaint of Pain)
O: Property Damage Only	5: Property Damage Only

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.



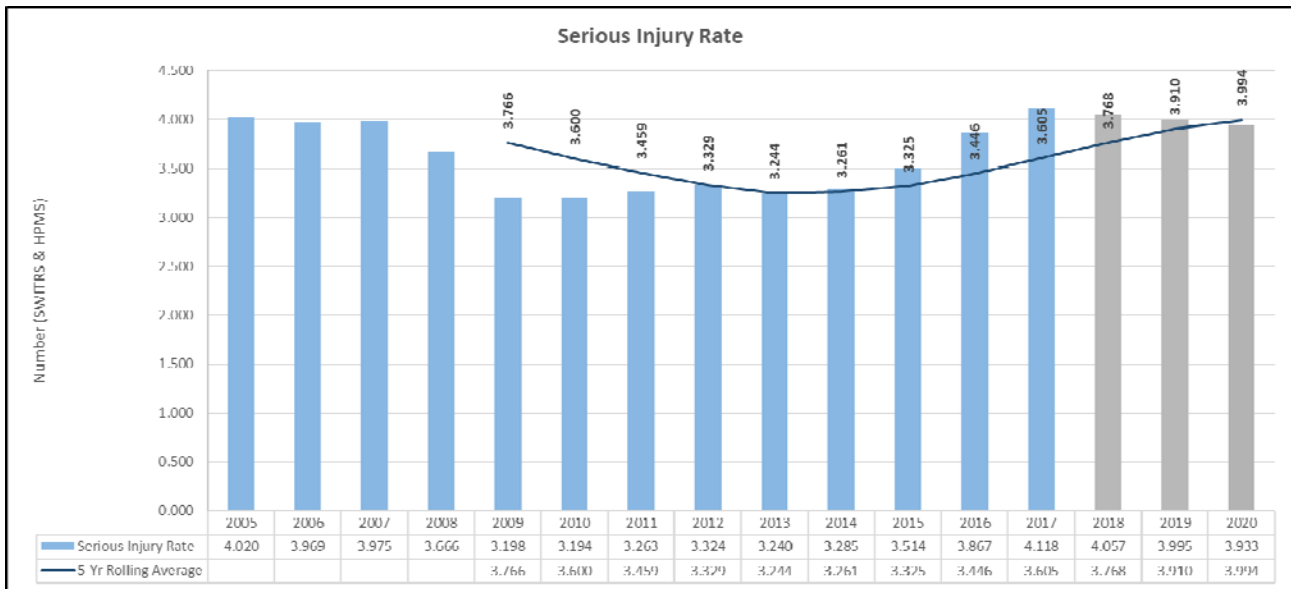
FIGURE 5. THE NUMBER OF SERIOUS INJURIES



**The Rate of Serious Injury**

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a “vision” based or “aspirational” target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

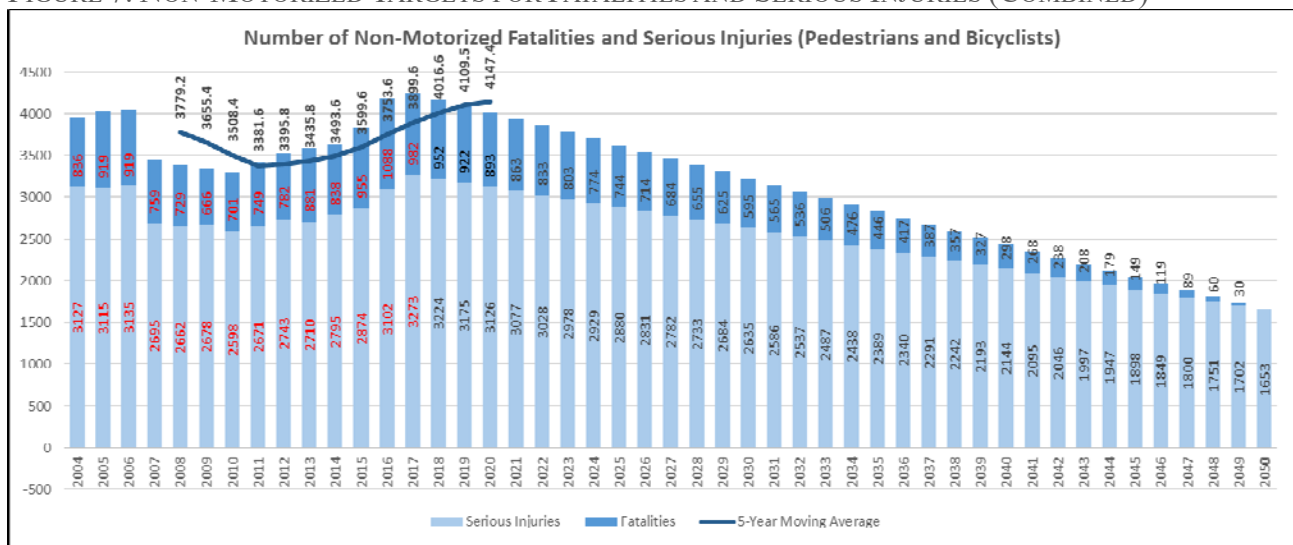
FIGURE 6. THE RATE OF SERIOUS INJURIES



**The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)**

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)



**Summary**

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO's, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: <http://www.dot.ca.gov/trafficops/shsp/>. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

## APPENDIX A: Safety Performance Management Target Setting Outreach Efforts

### **Background:**

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

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

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

### **Important Dates/Deadlines:**

The overall State targets required by FHWA are due on August 31<sup>st</sup>, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30<sup>th</sup> of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

### **Engagement Timeline:**

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan’s goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

**Contacts:**

Srikanth Balasubramanian  
Phone: (916) 651-9377  
Email: [balasubramanian@dot.ca.gov](mailto:balasubramanian@dot.ca.gov)

Thomas Schriber  
Phone: (916) 654-7138  
Email: [thomas.schriber@dot.ca.gov](mailto:thomas.schriber@dot.ca.gov)



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*At its meeting on January 21, 2020, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$35,000 in memberships for the 1) California Contract Cities Association (\$5,000); 2) Mileage-Based User Fee Alliance (\$5,000); and 3) Mobility 21 (\$25,000); and up to \$7,500 in sponsorships for the 4) Local Government Commission’s 2020 California Adaptation Forum and 29<sup>th</sup> Annual Yosemite Policymakers Conference.*

*Staff recommended approval of these memberships and sponsorships through a consent calendar report on the January 21, 2020 LCMC agenda. This item was pulled from the consent calendar and voted on separately. After discussion, which centered primarily on the recommended membership in the Mileage-Based User Fee Alliance, the LCMC voted 7-5 to approve the memberships and sponsorships report in its entirety.*

**BACKGROUND:**

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

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not for profit organizations, the

**OUR MISSION**

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

**OUR VISION**

*Southern California’s Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 70 member cities and represents nearly seven million residents from across California.

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

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) company representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Sponsor recognition (including signage) at educational seminars;
- Access to CCCA membership roster and conference registration lists;
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee; and
- Access to select CCCA City Managers/Administration Committee meetings.

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**Item 2: Mileage-Based User Fee Alliance**

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

---

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of nearly 30 public and private sector entities from across the United States including AECOM, California Department of Transportation (Caltrans), CDM Smith, WSP (formerly Parsons Brinckerhoff), and seven other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities around the world through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, invitations to attend briefings at quarterly meetings, and input towards MBUFA’s educational efforts.

---

**Item 3: Mobility 21**

**Type:** Membership                      **Amount:** \$25,000

---

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

- Support practical solutions to Southern California’s transportation challenges;
-

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

SCAG is a founding member of Mobility 21 and Kome Ajise, SCAG’s Executive Director, is a member of the coalition’s board of directors.

**Item 4:** Local Government Commission – 2020 California Adaptation Forum and 29<sup>th</sup> Annual Yosemite Policymakers Conference  
**Type:** Sponsorship                    **Amount:** \$7,500

The Local Government Commission is a non-profit organization dedicated to building livable communities and local leadership by connecting leaders via innovative programs and network opportunities, advancing policies through participation at the local and state level, and implementing solutions as a technical assistance provider and advisor to local jurisdictions. Because the Local Government Commission hosts many events throughout the year, sponsorships to both the California Adaptation Forum and the Yosemite Policymakers Conference were bundled under 1 invoice for approval.

2020 California Adaptation Forum

The biennial California Adaptation Forum serves as the premier gathering for adaptation leaders and practitioners from across the state and nation. For the 2020 Forum, over 800+ participants will attend over three days to learn, connect, and build mutual support for action to address California’s adaptation needs. The 2020 Forum will take place August 18-20, 2020, in Riverside, CA. SCAG staff recommends that the agency sponsor this event at the “Climate Adaptation Leader” level (\$5,000), which will provide SCAG with the following benefits:

- 2 complimentary Forum registrations;
- Display space; and
- Logo placement on the Forum website and program.

2020 Yosemite Policymakers Conference

The annual Yosemite Policymakers Conference brings together 100+ participants, including California mayors, city council members, county supervisors, city managers, and other high level department heads to discuss the creation of innovative solutions for increasing resiliency and implementing smart-growth strategies in a time of rapid change. The Conference features a timely and inspirational agenda designed to assist California’s local elected officials in finding the tools and support needed to implement innovative solutions to address society’s most pressing challenges.



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The 2020 Conference will take place March 5-8, 2020 at Yosemite National Park. SCAG staff recommends that the agency sponsor this event at the “Conference Advocate” level (\$2,500), which will provide SCAG with the following benefits:

- Name/logo in promotional materials as a conference sponsor;
- Name/logo on the conference website as a conference sponsor;
- On-site acknowledgement of support during the conference program;
- Logo projected on-screen between sessions;
- Special 50% discount code for one representative from organization; and

Special 10% off discount code on conference registration for local policymakers within organization’s network.

**FISCAL IMPACT:**

\$42,500 for memberships/sponsorships is included in the approved FY 19-20 General Fund budget.





**AGENDA ITEM 11**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Contract Amendment: Contract 20-002-C01, Board Counsel  
Services

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve Amendment No. 1 to Contract No. 20-002-C01 with Best Best & Krieger, LLP, to establish billing rates for contract Task 2, as-needed litigation services.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In October 2019, SCAG awarded contract 20-002-C01 to Best Best & Krieger (BB&K) to provide legal support to the Regional Council, committees, Executive Director and other staff on various legal matters, as specified in Task 1; and provide as-needed litigation support to the agency, as specified in Task 2 of the contract. At that time the Board approved BB&K's billing rates for two (2) of the four positions in the contract, Senior Partner (\$310 per our) and Associate Attorney (\$260 per our), but requested that staff negotiate lower rates for Paralegal and Legal Assistant (both were \$165 per hour). BB&K has lowered the rate for Paralegal to \$150 per hour and removed Legal Assistant from the contract as they will not bill for this position. Staff requests the Regional Council to accept the \$150 per hour Paralegal billing rate. The total contract amount remains unchanged.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Best Best & Krieger, LLP, (20-002-C01)	The consultant shall serve as the primary counsel to the Regional Council and work with	\$495,480

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SCAG's internal Legal Department to provide legal services to the agency.

**FISCAL IMPACT:**

Funding is available in the FY 2019-20 budget in Project Number 800-0160.01 (\$120,000), and the remaining \$375,480 is expected to be available and spread out over four (4) fiscal years in Project Number 800-0160.01, subject to budget availability.



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Contracts \$200,000 or Greater: 20-043-C01, to Laptops,  
Associated Hardware, as well as four (4) years of Hardware  
Support

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

SCAG staff requests that the Regional Council ratify Contract No. 20-043-C01 in the amount of \$348,624, to Dell Marketing for laptops, associated hardware, as well as four (4) years of Dell hardware support.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

**EXECUTIVE SUMMARY:**

*Laptop and tablet devices have reached end of life and need to be replaced. Accordingly, staff leveraged the Nation Alliance of State Procurement Officials' (NASPO's) ValuePoint Contract #MNWNC-108, a procurement vehicle available to SCAG that provides competitive pricing for the laptops and associated services from Dell Marketing. Staff finalized testing and specifications for the laptops in mid-January 2020. At that time Dell made staff aware that additional discounts were being offered through January 31, 2020 (Dell's fiscal year end) would not be available in February. The additional discounts were approximately \$42,499 (in part due to staff negotiating directly with Dell rather than a reseller). Staff's own internal assessment of the estimated cost for the computers concluded Dell's discount represented a significant savings. Therefore, staff moved ahead with the purchase order to secure significant savings for the agency. In the absence of the Regional Council ratifying the contract, the cost for the computer will increase by a minimum of \$42,499.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
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Dell Marketing  
(20-043-C01)

The consultant shall provide laptops, associated hardware, as well as four (4) years of hardware support

\$348,624

**FISCAL IMPACT:**

Funding of \$348,624 is available in the FY 2019-20 budget in Project Number 811-1163.08, Indirect Cost Budget.

**ATTACHMENT(S):**

1. Contract Summary 20-043-C01
2. Contract Summary 20-043-C01 COI

## CONSULTANT CONTRACT 20-043-C01

<b>Recommended Consultant:</b>	Dell Marketing
<b>Background &amp; Scope of Work:</b>	Under this agreement, Dell Marketing is the seller of Dell laptop systems to be purchased. This is a one-time purchase that includes laptops, associated hardware, and four years of Dell hardware and technical support.
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Updating SCAG staff devices necessary to complete work towards the mission and goals of the agency,</li><li>• Increased staff productivity and mobility through the acquisition of higher performance systems that support increasingly complex software and work,</li><li>• Enables SCAG to remain on current, industry supported hardware and software.</li><li>• Project deliverables include the delivery of purchased systems.</li></ul>
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce; Objective: d) Integrate advanced information and communication technologies.
<b>Contract Amount:</b>	<b>Total not to exceed \$348,624</b>
<b>Contract Period:</b>	January 28, 2020 through February 23, 2020 (Quote expires on February 23, 2020. This is a one-time purchase of computer equipment.)
<b>Project Number(s):</b>	811-1163.08      \$348,624 Funding source: Indirect Costs Funding (IC)
<b>Basis for Selection:</b>	In accordance with SCAG's Contract Manual Section 7.4, dated 12/04/19, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA's). 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 Nation Alliance of State Procurement Officials (NASPO) ValuePoint Contract # MNWNC-108, that was competitively procured. This MSA is specifically designed for use by local agencies to - leverage combined purchasing power for discounted volume pricing for computer equipment purchases.

**Conflict Of Interest (COI) Form - Attachment  
For February 6, 2020 Regional Council Approval**

SCAG staff requests that the Regional Council ratify contract 20-043-C01 in the amount of \$348,624, to Dell Marketing for laptops, associated hardware, as well as four (4) years of Dell hardware support.

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)?
Dell Marketing	No

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-043-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 [www.scag.ca.gov](http://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:** \_\_\_\_\_  
**Name of Preparer:** \_\_\_\_\_  
**Project Title:** \_\_\_\_\_  
**Date Submitted:** \_\_\_\_\_

## 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) \_\_\_\_\_, hereby declare that I am the (position or title) \_\_\_\_\_ of (firm name) \_\_\_\_\_, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated \_\_\_\_\_ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

\_\_\_\_\_  
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.

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**AGENDA ITEM 13**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Contracts \$200,000 or Greater: 20-016-C01, City of Ojai  
Maricopa Highway Demonstration Project

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve Contract No. 20-016-C01 in an amount not to exceed \$428,884 with Street Plans Collaborative to plan, implement, and evaluate a Quick Build demonstration project on Maricopa Highway in the City of Ojai in Ventura County.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Consistent with the requirements of the California Active Transportation Program (ATP) administered by the California Department of Transportation which is funding this project, the consultant shall plan, coordinate, and execute a Quick Build pilot project in the City of Ojai. A Quick Build project is a long-term (approximately six months), temporary demonstration project that provides opportunities for jurisdictions to preview new temporary active transportation treatments (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback and data prior to installing permanent infrastructure.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Street Plans Collaborative (20-016-C01)	The consultant shall plan, coordinate, and execute a Quick Build pilot project in the City of Ojai.	\$428,884

**FISCAL IMPACT:**

Funding of \$178,702 is available in the Fiscal Year (FY) 2019-2020 Overall Work Program (OWP) in

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Project Number 225.3564.14; and the remaining \$250,182 will be included in the FY 2020-21 OWP in Project Number 225.3564.14.

**ATTACHMENT(S):**

1. Contract Summary 20-016-C01
2. Contract Summary 20-016-C01 COI

## CONSULTANT CONTRACT 20-016-C01

<b>Recommended Consultant:</b>	Street Plans Collaborative										
<b>Background &amp; Scope of Work:</b>	Consistent with the requirements of the California Active Transportation Program (ATP) funding this project, the consultant shall plan, coordinate, and execute a Quick Build pilot project in the City of Ojai (City). The Quick Build Pilot Project will last for six (6) months and will provide the City an opportunity to test active transportation concepts before construction, as well as engage the community. The Quick Build project shall also include a <i>Go Human</i> kick-off event for the City.										
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Planning, coordinating, and executing a Quick Build Pilot Project to support SCAG's regional active transportation goals outlined in the adopted 2016 RTP/SCS;</li><li>• Conducting robust community engagement to receive public input and engaging local stakeholders in the planning process;</li><li>• Delivering a <i>Go Human</i> kick-off event to engage community members in the planned active transportation improvements;</li><li>• Delivering a final report detailing community feedback as well as before/after evaluation of the Pilot Project.</li></ul>										
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.										
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"><tr><td style="width: 60%;"><b>Total not to exceed</b></td><td style="text-align: right;"><b>\$428,884</b></td></tr><tr><td>Street Plans Collaborative (prime consultant)</td><td style="text-align: right;">\$325,317</td></tr><tr><td>Toole Design (subconsultant)</td><td style="text-align: right;">\$54,160</td></tr><tr><td>Numina (subconsultant)</td><td style="text-align: right;">\$31,770</td></tr><tr><td>Prism (subconsultant)</td><td style="text-align: right;">\$17,637</td></tr></table> <p>Note: Street Plans originally proposed \$472,627, but staff negotiated the price down to \$428,884 without reducing the scope of work.</p>	<b>Total not to exceed</b>	<b>\$428,884</b>	Street Plans Collaborative (prime consultant)	\$325,317	Toole Design (subconsultant)	\$54,160	Numina (subconsultant)	\$31,770	Prism (subconsultant)	\$17,637
<b>Total not to exceed</b>	<b>\$428,884</b>										
Street Plans Collaborative (prime consultant)	\$325,317										
Toole Design (subconsultant)	\$54,160										
Numina (subconsultant)	\$31,770										
Prism (subconsultant)	\$17,637										
<b>Contract Period:</b>	Notice to Proceed through February 28, 2021										
<b>Project Number(s):</b>	225.3564.14    \$428,884 Funding source: Active transportation Program (ATP) Cycle 4  Funding of \$178,702 is available in the Fiscal Year (FY) 2019-2020 budget, Project Number 225.3564.14; and the remaining \$250,182 is expected to be available in the FY 2020-21 budget in Project Number 225.3564.14, subject to budget availability.										
<b>Request for Proposal (RFP):</b>	SCAG staff notified 1,862 firms of the release of RFP 20-016-C01 via SCAG's Solicitation Management System website. A total of 29 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:  <table border="0" style="width: 100%;"><tr><td style="width: 60%;"><b>Street Plans Collaboration (3 subconsultants)</b></td><td style="text-align: right;"><b>\$472,627</b></td></tr></table>	<b>Street Plans Collaboration (3 subconsultants)</b>	<b>\$472,627</b>								
<b>Street Plans Collaboration (3 subconsultants)</b>	<b>\$472,627</b>										

Alta Planning + Design (no subconsultants)	\$218,543
IBI Group – (1 subconsultants)	\$453,186

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Hannah Brunelle, Project Manager and Associate Regional Planner, SCAG  
 Paul Crabtree, Contract City Engineer, City of Ojai  
 Emily Gibson, Transportation Planner, Caltrans District 7  
 Greg Grant, Public Works Director/City Engineer, City of Ojai

**Basis for Selection:**

The PRC recommended Street Plans Collaborative for the contract award because the consultant:

- Demonstrated the best understanding and intent of the project, especially with the level of detail included in their technical approach, data collection and evaluation of the project. They also demonstrated the best understanding of the need for detailed data collection which is a key component of this project. Specifically, their team includes an active transportation technology company that uses sensors to collect count and behavior data, which will allow their team to have an unparalleled level of data and assessment that other proposers did not include;
- Demonstrated specific experience with quick build projects and their proposal demonstrates that they are leaders in the field for implementing these demonstrations;
- Best understood the types of materials needed for this kind of project, as they co-authored a guide book detailing materials selection for quick builds and demonstrations; and
- Best demonstrated understanding of the local challenges and provided effective strategies to overcome these challenges, such as starting the permit preparation work early in the schedule, and understand local concerns with Maricopa Highway, such as issues with emergency response vehicles and lane reduction.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms either did not:

- Provide a sufficient number of hours for data collection or evaluation of the Quick Build to meet the project’s objectives and they did not include sufficient materials required for the *Go Human* kick-off event; or
- Demonstrate the breadth of specific experience implementing a quick build type demonstration project as compared to the winning proposer.

**Conflict Of Interest (COI) Form - Attachment  
For February 6, 2020 Regional Council Approval**

Approve Contract No. 20--016-C01 in an amount not to exceed \$428,884 with Street Plans Collaborative to plan, implement, and evaluate a Quick Build demonstration project on Maricopa Highway in the City of Ojai in Ventura County. A Quick Build project is a long-term, temporary demonstration project that provides opportunities for jurisdictions to preview new temporary active transportation treatments (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback and data prior to installing permanent infrastructure.

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)?
Street Plans (prime consultant)	No - form attached
Toole Design (subconsultant)	No - form attached
Prism Creative Group (subconsultant)	No form attached
JP Marketing (subconsultant)	No- form attached
Numina (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 20-016

## 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](http://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: Street Plans  
Name of Preparer: Anthony Garcia  
Project Title: Maricopa Highway Demonstration Project  
RFP Number: 20-016 Date Submitted: 10/24/19

## SECTION II: QUESTIONS

- I. 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) Anthony Garza, hereby declare that I am the (position or title) Principal of (firm name) Street Plans, 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 10/22/19 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)

10/22/19  
 \_\_\_\_\_  
 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. 20-016

## 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](http://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: Toole Design Group, LLC

Name of Preparer: Megan Eby, CPSM

Project Title: City of Ojai Maricopa Highway Demonstration

RFP Number: 20-016 Date Submitted: 10.09.2019

## 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
<u>N/A</u>	<u>N/A</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

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
N/A	N/A	N/A

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
N/A	N/A

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
N/A	N/A

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
N/A	N/A	N/A

**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) Roswell "RJ" Eldridge, hereby declare that I am the (position or title) Executive Vice President | COO of (firm name) Toole Design 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 10.09.2019 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.


10.09.2019  
 \_\_\_\_\_  
 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. 20-016

## 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](http://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: Prism Music Group dba / Prism Creative Group  
Name of Preparer: Isabelle Acker  
Project Title: Principal  
RFP Number: SCAG RFP Date Submitted: 10/10/19

## 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) Isabella Acev, hereby declare that I am the (position or title) Principal of (firm name) Prim Music Group DBA / Prim Creative Group, 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 10/10/19 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.

Isabella Acev \_\_\_\_\_ 10/10/19 \_\_\_\_\_  
Signature of Person Certifying for Proposer Date  
(original signature required)

**NOTICE**

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# SCAG CONFLICT OF INTEREST FORM

RFP No. 20-016

## SECTION I: INSTRUCTIONS

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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](http://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:** CTY, INC., dba NUMINA  
**Name of Preparer:** Tara Pham  
**Project Title:** City of Ojai Maricopa Highway Demonstration Project  
**RFP Number:** RFP No. 20-016      **Date Submitted:** 10/24/2019

## 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
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 20-016-C01 COI (Contracts \$200,000 or Greater: 20-016-C01, City of Ojai Maricopa Highway Demonstration

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) Tara Pham, hereby declare that I am the (position or title) CEO and President of (firm name) CTY, INC., dba NUMINA, 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 10/22/2019 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:  
  
 278AE4F0B11F4B8...      10/22/2019  
 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.

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**AGENDA ITEM 14**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Contracts \$200,000 or Greater: 19-062-C01, North Paramount  
Gateway Plan

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve Contract No. 19-062-C01 in an amount not to exceed \$227,474 with Gruen Associates, Inc. to update two pre-existing specific plans for the City of Paramount.

**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 shall provide services funded under a Sustainability Planning Grant for the City of Paramount. Specifically, the consultant shall update two pre-existing specific plans by combining the areas into a single North Paramount Boulevard Gateway Specific Plan. This combined Specific Plan will provide a model for other jurisdictions of similar socio-economic characteristics, and with jobs and housing accessible to transit. By reducing VMT through linking land uses with regionally significant transit infrastructure, the Specific Plan will have an impact on the wider Gateway Cities sub region.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Gruen Associates, Inc. (19-062-C01)	The consultant shall update two pre-existing specific plans by combining the areas into a single North Paramount Boulevard Gateway Specific Plan.	\$227,474

**FISCAL IMPACT:**

Funding of \$75,000 is available in the Fiscal Year (FY) 2019-20 Overall Work Program (OWP), and the

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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



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remaining \$152,474 will be included in the FY 2020-21 OWP in Project Number 275-4823.02.

**ATTACHMENT(S):**

1. Contract Summary 19-062-C01
2. Contract Summary 19-062-C01 COI

**CONSULTANT CONTRACT 19-062-C01**

**Recommended Consultant:** Gruen Associates

**Background & Scope of Work:** The consultant shall provide services for a Sustainability Planning Grant for the City of Paramount. Specifically, the consultant shall update two pre-existing specific plans by combining the areas into a single North Paramount Boulevard Gateway Specific Plan, and develop a contemporary, “user-friendly” plan, that provides long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT), supports sustainability efforts such as sustainable design, promotes community health and well-being, and strengthens the economic vitality of businesses and individuals. This combined Specific Plan will provide a model for other jurisdictions of similar socio-economic characteristics, and with jobs and housing accessible to transit. By reducing VMT through linking land uses with regionally significant transit infrastructure, the Specific Plan will have an impact on the wider Gateway Cities sub region.

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

- Implementing the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) by providing assistance to integrate land use and transportation planning,
- Providing SCAG-member jurisdictions the resources to implement regional policies at the local level, and
- Reducing greenhouse gas (GHG) emissions by reducing single occupancy VMT.

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

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$227,474</b>
	Gruen Associates (prime consultant)	\$135,478
	HR &A Advisors (subconsultant)	\$43,888
	GTS (subconsultant)	\$35,927
	JMC2 (subconsultant)	\$12,181

Note: Gruen’s originally proposed \$237,071, but staff negotiated the price down to \$227,474 without reducing the scope of work.

**Contract Period:** Notice to Proceed through February 21, 2021

**Project Number(s):** 275-4823U5.02 \$ 201,383  
275-4823E.02 \$ 26,091  
Funding source(s): Senate Bill 1 (SB1) Year 2 and Transportation Development Act (TDA)

Funding of \$75,000 is available in the Fiscal Year (FY) 2019-20 budget, and the remaining \$152,474 is expected to be available in the FY 2020-21 budget in Project Number 275-4823.02, subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 2,101 firms of the release of RFP 19-062-C01 via SCAG’s Solicitation Management System website. A total of 55 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

<b>Gruen Associates (3 subconsultants)</b>	<b>\$237,071</b>
Arroyo Group (3 subconsultants)	\$150,000
John Kaliski (4 subconsultants)	\$360,870
Kriizinger + RAO(5 subconsultants)	\$657,461

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Marco Anderson, Acting Manager, Active Transportation, SCAG
- John King, Assistant Planning Director, City of Paramount, Title, Entity
- Wendy Macias, Public Works Manager, City of Paramount, Title, Entity
- Stephanie Cadena, Assistant Planner, Gateway Cities Council of Governments

**Basis for Selection:**

The PRC recommended Gruen Associates for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically by providing the best, detailed and thorough description of tasks to be performed to meet the project objectives. Additionally the Gruen team provided the most detailed description of the mobility analysis, and the most detailed outline for the proposed specific plan which are both key components of the project; and
- Provided the best technical approach, by best addressing the relevant outreach and engagement needs of the project.

While the Gruen proposal was not the lowest cost, the lower cost proposal was significantly below SCAG’s project cost estimate and the PRC felt that the lower cost proposal lacked sufficient hours to provide the level of outreach required to successfully complete the project.



**Conflict Of Interest (COI) Form - Attachment  
For February 6, day, 2020 Regional Council Approval**

Approve Contract No. 19-062-C01 in an amount not to exceed \$227,474 with Gruen Associates, Inc. to update two pre-existing specific plans by combining the areas into a single North Paramount Boulevard Gateway Specific Plan, and develop a contemporary, “user-friendly” plan that provides long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT), supports sustainability efforts such as sustainable design, promotes community health and well-being, and strengthens the economic vitality of businesses and individuals.

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
HR&A (subconsultant)	No - form attached
GTS (subconsultant)	No - form attached
JMC2 (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 19-062

## 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](http://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: Gruen Associates

Name of Preparer: Larry Schlossberg

Project Title: North Paramount Boulevard Gateway Specific Plan

RFP Number: 19-062 Date Submitted: 8/16/2019

## 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:

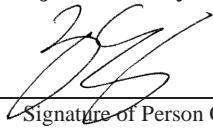
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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) 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 8/16/2019 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.

  
 \_\_\_\_\_ 8/16/2019  
 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. 19-062

### 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.

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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: HR&A Advisors, Inc.

Name of Preparer: Judith Taylor

Project Title: Paramount Specific Plan

RFP Number: 19-062 Date Submitted: 08/07/2019

### 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
_____	_____
_____	_____
_____	_____

YES       NO

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:

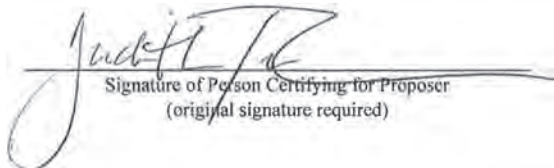
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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 08/07/2019 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.


08/07/2019  
 \_\_\_\_\_  
 Signature of Person Certifying for Proposer Date  
 (original signature required)

**NOTICE**

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## SCAG CONFLICT OF INTEREST FORM

RFP No. 19-062

### SECTION I: INSTRUCTIONS

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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:** John M. Cruikshank Consultants, Inc.

**Name of Preparer:** John M. Cruikshank

**Project Title:** North Paramount Gateway Specific Plan

**RFP Number:** 2019-0610      **Date Submitted:** 08/05/19

### 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



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) John M. Cruikshank, hereby declare that I am the (position or title) President of (firm name) John M. Cruikshank Consultants, 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 08/05/2019 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.

 \_\_\_\_\_ 08/05/2019  
Signature

**NOTICE**

# SCAG CONFLICT OF INTEREST FORM

RFP No. 19-062

## 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](http://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: General Technologies and Solutions (GTS)  
Name of Preparer: Rawad Hani  
Project Title: Project Manager  
RFP Number: 19-062 Date Submitted: 8/6/2019

## 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:

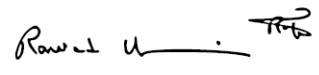
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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, Rawad Hani, hereby declare that I am the Principal of General Technologies and Solutions (GTS), 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 8/6/2019 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)

8/6/2019

\_\_\_\_\_  
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.

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**AGENDA ITEM 15**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Contract Amendment Greater than \$75,000: 19-002-C01,  
Disadvantaged Communities Planning Initiative

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve Amendment 2 to Contract No. 19-002-C01 in an amount not to exceed \$137,499, with Alta Planning + Design, Inc., to develop an active transportation plan for a seventh disadvantaged community (the City of Calipatria in Imperial County).

**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 lack of active transportation plans in disadvantaged communities is especially challenging, as the cities responsible for plan development often lack the staff resources to apply for planning grants. Therefore, these communities may not have active transportation plans and as a result may not have identified quality projects, which could preclude them from accessing needed transportation funding. To provide better value to SCAG member jurisdictions, staff desires to develop an active transportation plan for a seventh disadvantaged community which will increase the contract value from \$1,029,962 to \$1,167,461 (\$137,499) and extend the term from 6/30/20 to 12/31/20. This amendment exceeds \$75,000. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, Regional Council approval of such amendment is required.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Contract Amount</u>
Alta Planning + Design, Inc. (19-002-C01)	The consultant shall develop an active transportation plan for the City of Calipatria which will assist the City with its planning	\$137,499

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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



---

efforts.

**FISCAL IMPACT:**

Funding of \$137,499 is available in the Fiscal Year (FY) 2019-2020 Overall Work Program in Project Number 225-4839X1.01.

**ATTACHMENT(S):**

1. Contract Summary 19-002-C01 Amendment 2
2. Contract Summary 19-002-C01 Amendment 2 COI



**CONTRACT 19-002-C01 AMENDMENT 2**

**Consultant:** Alta Planning + Design, Inc.

**Background & Scope of Work:** In February of 2019, SCAG awarded Contract 19-002-C01 to Alta Planning + Design, Inc. to develop active transportation plans for six (6) disadvantaged communities (DAC’s).

The lack of active transportation plans in disadvantaged communities is especially challenging, as the cities responsible for plan development often lack the staff resources to apply for planning grants. Therefore, these communities may not have active transportation plans and as a result may not have identified quality projects, which may preclude them from accessing needed transportation funding.

To provide better value to SCAG member jurisdictions, staff desires to develop an active transportation plan for a seventh disadvantaged community, the City of Calipatria in Imperial County, which will increase the contract value from \$1,029,962 to \$1,167,461 (\$137,499) and extend the term from 6/30/20 to 12/31/20.

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

- Seven (7) active transportation plans in disadvantaged communities;
- A pilot methodology to deliver low-cost local active transportation plans across the region.

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

<b>Amendment</b>	Amendment 2	\$137,499
<b>Amount:</b>	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$1,029,962</u>
	<b>Total contract value is not to exceed</b>	<b>\$1,167,461</b>

This amendment exceeds \$75,000. Therefore, in accordance with the SCAG Procurement Manual (dated 12/01/16) Section 8.3, it requires the Regional Council’s approval.

**Contract Period:** February 13, 2019 through December 31, 2020

**Project Number:** 225-4839X1.01 \$117,499  
225-4839E.01 \$20,000

Funding sources: Active Transportation Program Grant (ATP) and Transportation Development Act (TDA)

Funding of \$117,499 is available in the Fiscal Year (FY) 2019-2020 budget, and the remaining \$20,000 is expected to be available in the FY 2020-2021 budget in Project Number 225-4839X1.01, subject to budget availability.

**Basis for the Amendment:** As previously stated, to provide better value to SCAG member jurisdictions, staff desires to develop an active transportation plan for a seventh disadvantaged

Attachment: Contract Summary 19-002-C01 Amendment 2 (Contract Amendment Greater Than \$75,000: 19-002-C01, Disadvantaged

community, the City of Calipatria. This will also fulfill the goals of the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) to support jurisdictions with the development of their active transportation plans.

**Conflict Of Interest (COI) Form - Attachment  
For February 6, 2020 Regional Council Approval**

Approve Amendment 2 to Contract No. 19-002-C01 in an amount not to exceed \$137,499, with Alta Planning + Design, Inc., to develop an active transportation plan for a seventh disadvantaged community.

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)?
Alta Planning + Design, Inc. (prime consultant)	No - form attached
Local Government Commission (subconsultant)	Yes - form attached
LK Planning (subconsultant)	No - form attached
Studio One Eleven (subconsultant)	No - form attached
Urban Design 4 Health (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 19-002

## 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](http://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:** Alta Planning + Design  
**Name of Preparer:** Greg Maher  
**Project Title:** Disadvantaged Communities Planning Initiative  
**RFP Number:** 19-002      **Date Submitted:** 9/20/2018

## 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)** Greg Maher, **hereby declare that I am the (position or title)** Vice President **of (firm name)** Alta Planning + Design, **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 9/17/2018 **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.****


9/17/2018  
 \_\_\_\_\_  
 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. 19-002

## 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](http://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: Local Government Commission  
Name of Preparer: Linda Cloud  
Project Title: \_\_\_\_\_  
RFP Number: 19-002 Date Submitted: 9/10/18

## 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
<u>Pam O'Connor</u>	<u>LGC Board chair</u>
<u>Michele Martiner</u>	<u>LGC treasurer and board member</u>
_____	_____
_____	_____



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:

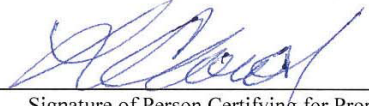
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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) Linda Cloud, hereby declare that I am the (position or title) Associate Director of (firm name) Local Government Commission 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 9/10/18 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)

9/10/18  
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. 19-002

## 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](http://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:** LK Planning LLC  
**Name of Preparer:** Lindsey Kiner  
**Project Title:** Disadvantaged Communities Planning Initiative  
**RFP Number:** 19-002 **Date Submitted:** 09/20/2019

## 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) Lindsey Kiner, hereby declare that I am the (position or title) Founder and Principal of (firm name) LK Planning 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 09/11/2018 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.


9/11/18  
 \_\_\_\_\_  
 Signature of Person Certifying for Proposer Date  
 (original signature required)

**NOTICE**

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# SCAG CONFLICT OF INTEREST FORM

RFP No. 19-002

## 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.

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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: RDC-S111 (Studio One Eleven)

Name of Preparer: Alan Pullman

Project Title: Disadvantaged Communities Planning Initiative

RFP Number: 19-002 Date Submitted: September 20, 2018

## 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/>
<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:

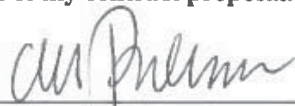
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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) Alan Pullman, hereby declare that I am the (position or title) Senior Principal of (firm name) RDC-S111 (Studio One Eleven), 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 September 7, 2018 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.

  
 \_\_\_\_\_      September 7, 2018  
 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. 19-002

## 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](http://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: Urban Design 4 Health, Inc.

Name of Preparer: Jim Chapman

Project Title: Disadvantaged Communities Planning Initiative

RFP Number: 19-002 Date Submitted: 9/11/2018

## 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) Lawrence Frank, hereby declare that I am the (position or title) President of (firm name) Urban Design 4 Health, 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 9/11/2018 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.



9/11/2018

\_\_\_\_\_  
Signature of Person Certifying for Proposer  
(original signature required)

\_\_\_\_\_  
Date

**NOTICE**

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



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

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

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

**Subject:** Supplemental Analysis of Adopted Draft RHNA Methodology

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Receive and File.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On November 7, 2019, the Regional Council adopted a motion to approve a Draft RHNA Methodology to be submitted by SCAG to the state Department of Housing and Community Development (HCD), and directed staff to conduct supplemental analysis related to the job accessibility, transit accessibility and social equity adjustment factors. The supplemental analysis reconfirms the alignment of the Draft RHNA Methodology with state housing law and regional policy goals, and provides additional performance data that illustrates the job access, transit access, and social equity benefits achieved with the methodology which was approved. Given these findings, and HCD's determination that the Draft RHNA Methodology furthers the five statutory objectives of RHNA, SCAG staff will recommend no further changes to the Draft RHNA Methodology. The Regional Council will review and consider adoption of the Final RHNA Methodology during the March 5, 2020 meeting, following action by the RHNA Subcommittee and the CEHD.*

*This report requested by the Regional Council as part of the November 7 board action summarizes the findings of the supplemental analysis. HCD's written comments on the Draft RHNA Methodology, received on January 13, 2020, are provided in a separate report.*

**BACKGROUND:**

**Draft RHNA Methodology**

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**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

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Over the course of last year, SCAG has held 18 committee meetings, 4 public hearings and an information session on three proposed methodology options with over 250 comments received. Staff then developed a recommended draft methodology considering comments received. A timeline of all key RHNA related activities leading to the Regional Council action on November 7, 2019 is attached.

The Draft RHNA Methodology, approved as a substitute motion (Bailey Proposal) by the Regional Council, altered the staff recommendation by removing the 2030-2045 growth forecast as a factor in allocating existing need. In addition, staff's recommended cap on allocations based on a jurisdiction's 2045 household growth was removed except in extremely disadvantaged communities (DACs). As a result, the full existing need (836,857 units of the 1,341,827 units that comprise SCAG's regional need determination) is now assigned based on two factors: 50% based on transit accessibility and the remaining 50% based on job accessibility. These changes created shifts in allocations as compared to the staff recommendation<sup>1</sup> which were very significant in some jurisdictions.

At the November 7<sup>th</sup> Regional Council meeting and at the request of Regional Council members, staff provided analysis of the Bailey Proposal, which ultimately became the approved Draft RHNA Methodology, to help elected officials understand the local implications of these revisions. A summary of changes as seen in RHNA assignments for each county and subregion are provided below alongside a comparison of population share in order to provide context for these differences.

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<sup>1</sup> Note: Staff's original recommended methodology (not the RC-approved Draft RHNA Methodology) included a 2045 growth cap for extremely disadvantaged jurisdictions and jurisdictions below the regional median in either transit accessibility or job accessibility. This meant that only 54 jurisdictions could exceed their 2045 growth forecast (i.e. those with both job and transit accessibility above the regional median). The approved methodology retained this cap only for extremely disadvantaged jurisdictions, meaning that all 143 non-disadvantaged jurisdictions could exceed their 2045 growth forecast if that was the result of an allocation based largely on job and transit access. The rationale for this shift is that doubling the units allocated based on jobs and transit access while also restricting this allocation to only 54 jurisdictions puts too many units in too few places. This may be inconsistent with the RHNA's statutory objective to allocate units across the region in an equitable manner as well as inconsistent with the substitute motion's intent to base the existing need assignment on objective measures of jobs and transit access.

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Figure 1

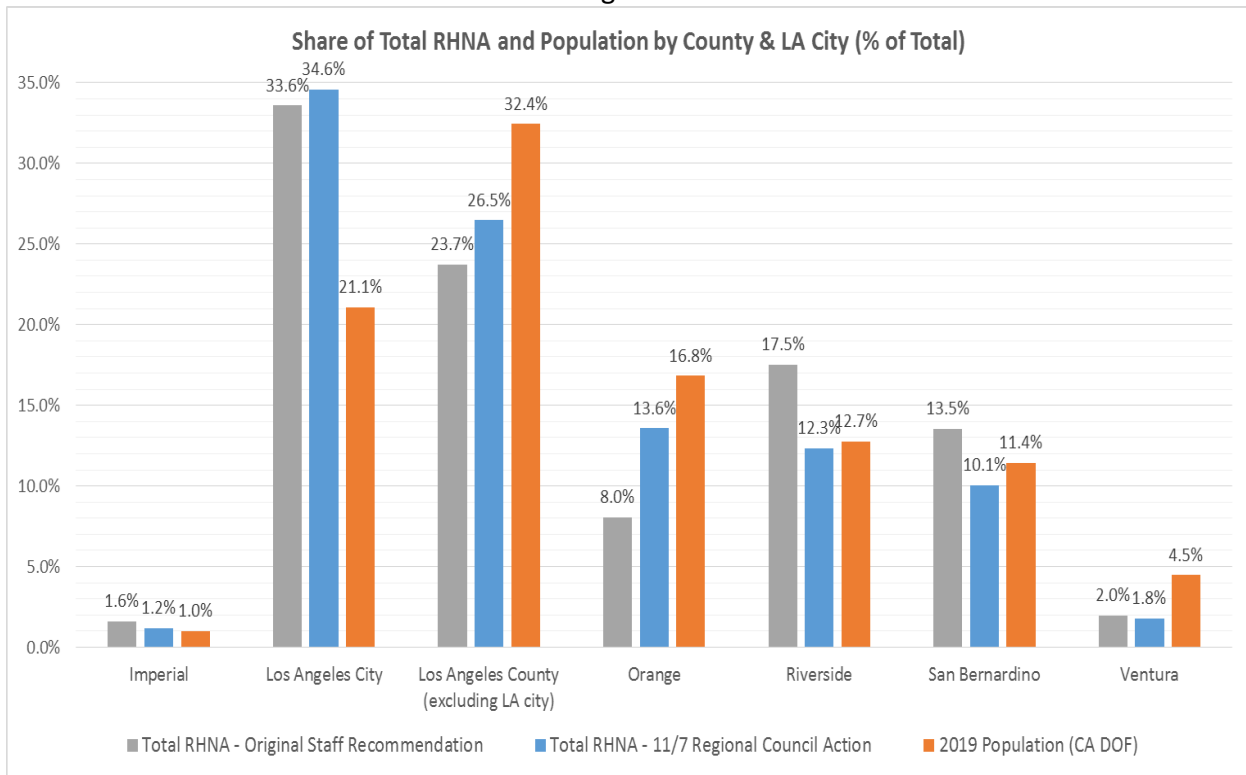


Figure 2

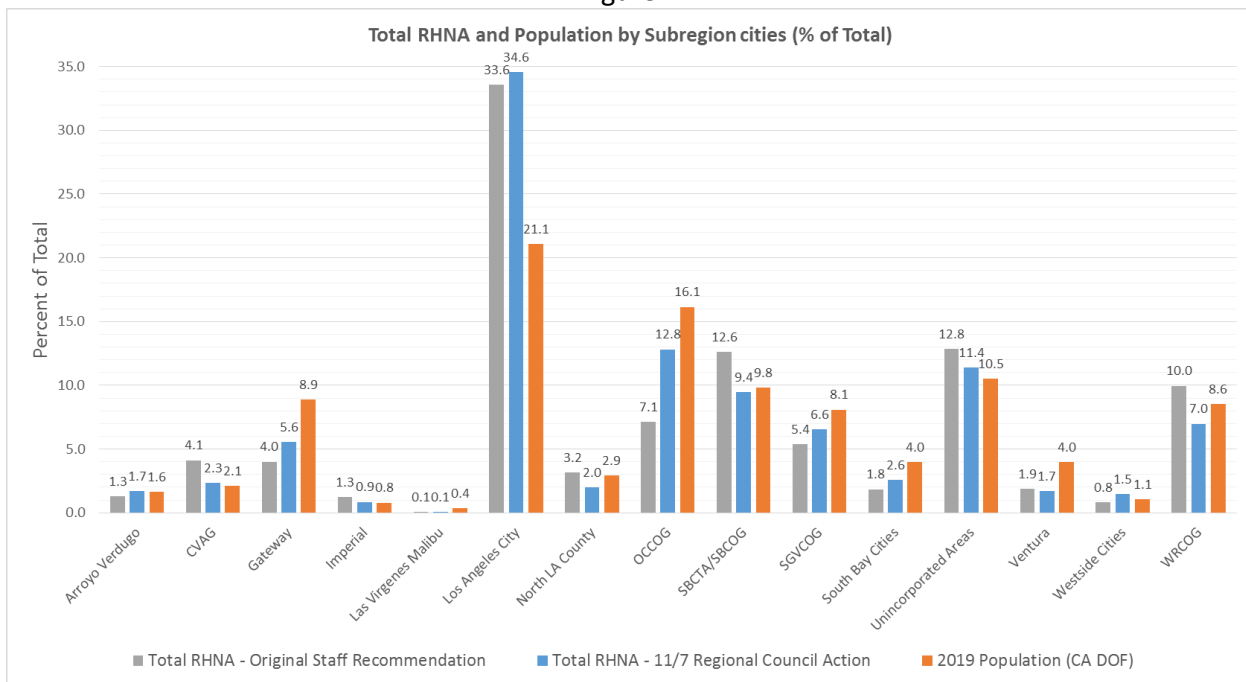


Table 1

County	2019 Population (CA DOF)	Original Staff Recommendation	Total RHNA - 11/7 Regional Council Action
Imperial	190,266	21,615	15,868
Los Angeles City	4,040,079	450,744	463,682
Los Angeles County (excluding LA city)	6,213,637	318,406	355,261
Orange	3,222,498	107,978	182,194
Riverside	2,440,124	235,131	165,696
San Bernardino	2,192,203	181,774	135,047
Ventura	856,598	26,201	24,088

Table 2

Subregion	2019 Population (CA DOF)	Staff Recommendation	Total RHNA - 11/7 Regional Council Action
Arroyo Verdugo	312,235	17,606	23,018
CVAG	407,733	55,358	31,340
Gateway	1,705,215	53,853	74,537
Imperial	152,233	16,800	11,521
Las Virgenes Malibu	67,390	998	919
Los Angeles City	4,040,079	450,744	463,682
North LA County	562,479	42,501	26,771
OCCOG	3,093,370	95,754	171,960
SBCTA/SBCOG	1,879,549	169,355	126,712
SGVCOG	1,549,554	72,040	87,942
South Bay Cities	764,853	24,765	34,460
Unincorporated Areas	2,017,250	172,151	152,952
Ventura	760,221	25,006	22,841
Westside Cities	205,053	11,316	19,544
WRCOG	1,638,191	133,602	93,637

Whereas initially 54 jurisdictions with above-median job *and* transit access were assigned 418,429 units based on job and transit access, now 195 of 197 jurisdictions received a portion of 836,857 units, with 29 of the region’s lowest-resourced cities receiving a downward adjustment to alleviate concerns over gentrification and displacement.

**Supplemental Analysis**

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As part of its action to submit a Draft RHNA Methodology to HCD, the Regional Council directed staff to conduct supplemental analysis related to the adopted job accessibility, transit accessibility and social equity adjustment factors following analysis by the City of Los Angeles. Each of these factors as currently contained in the Draft RHNA Methodology is described below along with the supplemental analysis. SCAG staff understands the primary goal of the supplemental analysis is to evaluate the Draft RHNA Methodology in the context of regional goals related to affirmatively furthering fair housing, reducing greenhouse gas emissions and equitably allocating growth across the region and to investigate the possibility or feasibility of improvements. The supplemental analysis also further illuminates implications of the Regional Council's November 7th policy decision to eliminate the methodology's reliance on long-range (i.e. beyond 2030) growth trends and projections and instead focus the allocation of existing regional need to jurisdictions based on transit and job access.

### ***Job Accessibility Factor***

The methodology relies on a job access measure that is based on how many jobs can be reached from a jurisdiction by car in a 30-minute drive, using SCAG's state-of-practice activity-based travel demand model output. This measure of regional accessibility is preferable to a simple jurisdiction-level jobs-to-housing ratio, because even jurisdictional-level analyses based on wages would not be sufficient for promoting regional GHG emissions reduction and regional balance. In 2015, only 19.5% of SCAG region commuters worked in the same jurisdiction in which they lived.<sup>2</sup> While an overall planning goal is to ensure people can live closer to where they work, this statistic also reflects a regional geography of jurisdictions with great diversity in sizes, boundaries, and land use mix. Thus, a goal of improving accessibility is more effective than a goal of having 100% of commuters live and work in the same jurisdiction. The model-based factor is also able to capture the location of future jobs and not just those that are accessible today. Finally, while substantial investment is being made in non-automobile transportation, auto commute times are still highly relevant as only 8.1% of work trips in 2045 are expected to be made on transit.<sup>3</sup> Transit accessibility is captured separately in the RHNA methodology's HQT population measure.

As part of the supplemental analysis, SCAG staff was asked to explore opportunities to more explicitly match low-wage jobs (as opposed to simply all jobs) with affordable housing. In addressing this request, staff revisited analysis on low-wage jobs that was previously conducted as part of the methodology development process. The analysis relies on the Census Bureau's LEHD LODES dataset, which links workers' job locations with their home locations. These data include three wage categories (low, medium, and high).

The LEHD LODES dataset can be used to analyze improvements in the low-wage jobs and affordable housing fit as a result of the approved Draft RHNA Methodology allocation by comparing the low-

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<sup>2</sup> SCAG calculation using LEHD LODES data described subsequently

<sup>3</sup> see SCAG draft 2020 RTP/SCS Performance Measures Technical Report

wage jobs (LWJ) to low-wage workers (LWW) by jurisdiction before and after the RHNA allocation. Across the 80 jurisdictions with more low-wage jobs than workers, the aggregate “deficit,” or difference between the two numbers, drops from 198,879 to 104,581 (47% improvement). The approved Draft RHNA Methodology also performs better than the staff recommended methodology which would have resulted in a deficit of 116,841 (41% improvement). Analyzing by subregion, the largest improvements in LWJ to LWW, using this measure would occur in:

- Orange County (47,636 to 19,458)
- San Bernardino County (16,964 to 336)
- San Gabriel Valley (24,046 to 13,806)
- Westside Cities (18,872 to 9,542)
- Western Riverside County (7,991 to 1,221)

Excluding predominantly industrial jurisdictions, the greatest improvement in the total LWJ:LWW would occur in:

- Culver City (3.76 to 1.85)
- Burbank (4.08 to 2.42)
- Irvine (1.29 to 0.20)
- El Segundo (3.44 to 2.31)
- Rancho Mirage (1.05 to 0.09)

*Note: perfect balance is 0.0 and this analysis assumes one low/very-low income unit per low-wage job.*

While the LEHD LODES dataset provides useful information for analyzing the Draft RHNA Methodology, staff stands by its earlier decision not to use it as an allocation factor when defining regional job accessibility, for several reasons. First, as noted above, a jurisdiction-level analysis is not sufficient for promoting regional accessibility in a region where only 19.5% of commuters work in the same jurisdiction as they live. Second, at the time of the methodology’s development, only 2015 data were available from the Census Bureau, and therefore, the data does not capture economic trends that should continue to inform the siting and zoning for affordable housing that will materialize in the future. Finally, there are additional data challenges such as segmenting employees from headquarters locations and having only three wage categories that make using this dataset as a major basis for allocation infeasible.

HCD’s review of the adopted draft methodology included an analysis of lower-income RHNA versus low-wage jobs using this data source and concluded that the methodology reflects “generally good alignment between low-wage jobs and lower income RHNA” even though the underlying data is more directly linked to future accessibility.

***Transit Access Factor:***

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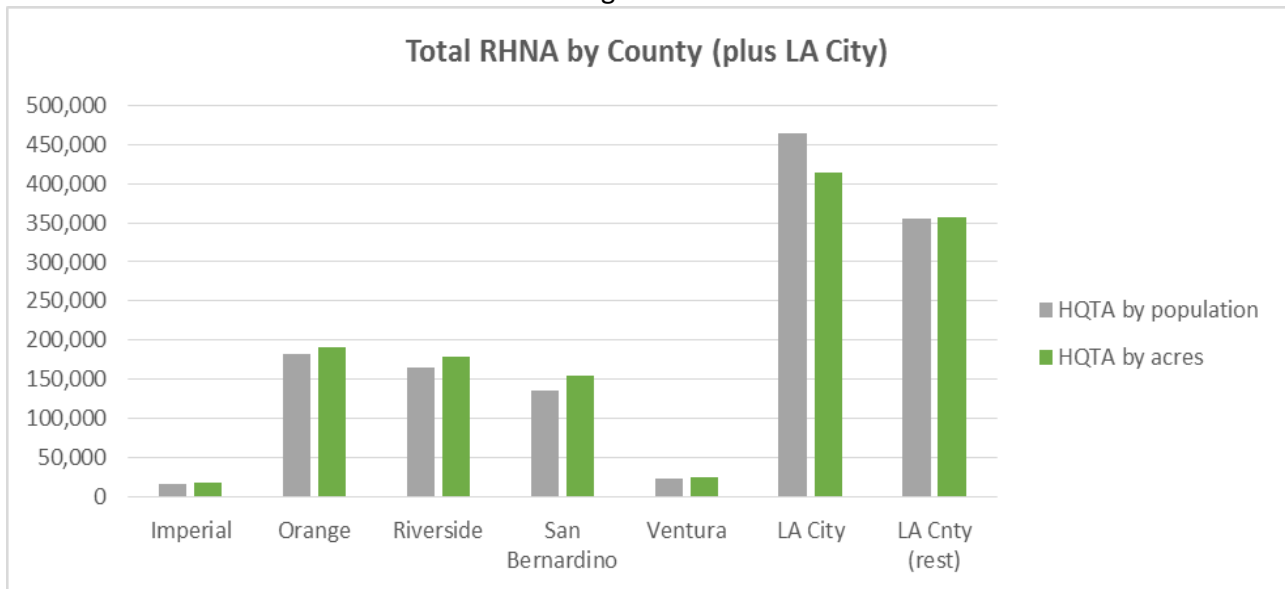
The methodology relies on a Transit Access Factor that is based on 2045 population in High Quality Transit Areas (HQTAs) as adopted in Connect SoCal, the 2020 RTP/SCS. The transit access factor is defined in this way to promote alignment with Connect SoCal, which advances a wide range of transportation, economic, and environmental goals, in addition to accommodating future population growth. Using the 2045 population in HQTAs derived from SCAG’s regional growth vision better captures development in potential transit stop areas since reallocating growth *within* jurisdictions toward High Quality Transit Areas is a core element of the regional growth vision. The anticipated rate of household growth in HQTAs more than doubles recent trends:

Table 3: Annual Household Growth Rate, draft Connect SoCal (see Demographics & Growth Forecast Technical Report)

	2008-2016	2016-2045
Total Households	0.42%	0.83%
Households in HQTAs	0.46%	0.96%

In response to the supplemental analysis request, staff also investigated the impact of substituting land area within an HQTA for a jurisdiction’s 2045 HQTA population. This modification would reduce the City of Los Angeles’ total RHNA allocation by 49,800 units, increase the units in the remainder of LA County by 2,526, increase Orange County by 8,996, increase Riverside and San Bernardino counties by a combined 33,853, and increase Ventura and Imperial counties by a combined 4,420. This shift substantial amounts of growth into Riverside and San Bernardino Counties and further from the region’s denser areas of job concentration, which is inconsistent with the policy action taken by the Regional Council.

Figure 3



SCAG staff also recommends against this approach as a land area measure isn't as reflective as the recommended population-based factor of the utility of the region's future transit infrastructure. The quality and intensity of service within an HQTAs will be far greater in the region's dense urban cores than in the outer reaches of the network. A population-based factor captures this distinction far better than a land area measure which treats all HQTAs the same.

A land area measure also does not account for constraint areas involving environmental risk whereas this is considered in the Connect SoCal regional growth vision. Connect SoCal describes absolute constraint areas including important farmland in unincorporated areas, resource areas, and habitat corridors, as well as variable constraint areas where growth will be decreased including lands vulnerable to wildfire, flooding, and near-term sea level rise. Based on a preliminary analysis of draft Connect SoCal data, 9 percent of the HQTAs land area is in absolute constraint areas and 37 percent are in variable constraint areas.<sup>4</sup> While the Connect SoCal small area data development process analyzes such overlays, the simple use of population to assess HQTAs magnitude as opposed to land area helps in ensuring constraint area growth is not unduly promoted through the RHNA allocation.

Finally, we realize that this measure uses a jurisdiction's share of the region's HQTAs population; however, in a large and diverse region this may not be intuitive. While future transit investment takes many forms, even by 2045 the land area surrounding high-quality transit is largely driven by high-frequency local bus routes in the region's core areas rather than individual rail stations. Of the approximately 617,000 acres of HQTAs in the region in 2045, 176,000 are in the City of Los Angeles and 459,000 are in Los Angeles and Orange Counties. By contrast, each ½-mile area around an individual station (e.g. a rail station whose surrounding area involves no other high quality transit) is approximately 500 acres and in total these areas represent less than 5 percent of the region's total HQTAs area.

***Social Equity Adjustment:***

The social equity adjustment factors included in the methodology affirmatively further fair housing by increasing the share of very-low and low-income units assigned to the highest-resourced jurisdictions in the region as part of their total RHNA allocation. In addition, for extremely disadvantaged jurisdictions, the methodology includes an adjustment factor to reduce a jurisdiction's total RHNA assignment and redistributes the units that would have otherwise been allocated to these jurisdictions to higher resourced jurisdictions. These adjustments and their impacts are further described below.

***Income Adjustment***

The HCD regional determination requires the region to plan for:

- 351,796 very-low income units,

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<sup>4</sup> Preliminary, illustrative calculation from SCAG's draft 2020 RTP/SCS.

- 206,807 low-income,
- 223,957 moderate-income units, and
- 559,267 above-moderate income units

for a total of 1,341,827 units. The proportion of units in each income category assigned to a jurisdiction varies based on a jurisdiction's current economic conditions and resource levels. High-resourced jurisdictions receive a greater share of very-low and low-income units, while low-resourced jurisdictions receive a greater share of the region's moderate and above moderate income units. The formula used to determine a jurisdiction's share of units at each income level includes a 150-180% adjustment factor, which is significantly larger than the 110% adjustment used in prior cycles. A comparison shows that:

- The region's 23 highest-resourced jurisdictions received 3,283 more VL/L units than if a 110% adjustment had been used,
- the 23 highest-resource jurisdictions receive 2.6% of the region's VL/L units but only 1.1% of the region's above moderate income units<sup>5</sup>, and
- the 19 lowest-resourced jurisdictions received 3,916 fewer VL/L units than if the prior cycle's 110% adjustment had been used.

#### Redistribution of Units across Jurisdictions

In addition to the strong income-based adjustment which results in far more VL/L units in high-resourced jurisdictions, the methodology also caps the *total* units allocated to low-resourced jurisdictions. Since some of the region's most transit and jobs accessible areas are also the lowest-resourced, the methodology's high reliance on transit and job accessibility in determining total unit need, if not adjusted, has the potential to result in excessive gentrification and displacement. To address this and as described above, the methodology caps the units assigned to extremely disadvantaged jurisdictions to their 2045 *Connect SoCal* household growth total to ensure that they will not be required to increase their general plan capacity in a manner that might spur gentrification and displacement. Reducing the number of units assigned in extremely disadvantaged communities in combination with the income adjustment factor described is intended to foster the development of extremely disadvantaged communities into mixed-income and higher opportunity areas.

The units diverted from extremely disadvantaged communities are reallocated to higher-resourced jurisdictions applying the same methodology as used for allocating all of the existing need units— job and transit accessibility. In order to ensure that this reallocation preserves the location-efficiency of the original assignment, these units are reassigned within the same county. A comparison shows that the 19 lowest-resourced jurisdictions:

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<sup>5</sup> Note: In case these percentages appear low, consider that these 23 highest-resource jurisdictions are generally very small jurisdictions, on average, roughly ¼ the population size of the average population across the region's 197 jurisdictions.

- received a total RHNA of 49,594 units (3.7% of total),
- would have received 69,460 units without this adjustment (5.2% of total),
- received a VL/L RHNA of 16,211 (2.9% of regional total) units, and
- would have received 22,705 units without this adjustment (4.1% of regional total).

As part of the supplemental analysis, SCAG staff was also asked to explore mechanisms to increase the use of “social equity” in allocating *total* units to jurisdictions. The current cap on total units for extremely disadvantaged communities is equivalent to their 2045 household growth forecast so as to ensure their long-range growth vision isn’t overburdened in a manner likely to cause gentrification and displacement. Staff explored the impact of lowering the cap further to 50 percent of a jurisdiction’s 2020-2045 growth forecast for all but the largest of the disadvantaged jurisdictions (cities with a population over 100,000). This option would lower the allocation to disadvantaged communities by 7,215 units, and increase the allocation to non-disadvantaged jurisdictions based on their level of job and transit access. Since 20 of the 29 disadvantaged jurisdictions receiving a portion of the existing need are in Los Angeles County, the most noticeable impact of this change would be a reallocation of units from such places to the City of Los Angeles, whose job and transit access are the greatest.

Given that HCD has already found the adopted draft methodology to be in compliance with RHNA objectives, staff recommends against further changes to the social equity adjustment.

### **Conclusion and Next Steps**

This memo provides supplemental analysis of some alternative techniques for operationalizing regional and statutory RHNA objectives given the constraints of the RHNA process and develops some rudimentary analysis of performance. Some key findings include:

- The adopted draft methodology improves the fit between low-wage jobs and low-wage workers at the jurisdictional level
- The adopted draft methodology improves this balance more than the original staff recommended methodology
- Using population rather than land area to determine HQTAs-based allocations are consistent with the Regional Council’s direction to focus units in locations accessible to transit and jobs
- Social equity is substantially advanced through the income and unit adjustments prescribed in the Draft RHNA Methodology

Ultimately, given the above analysis and HCD’s determination that the Draft RHNA Methodology furthers the five statutory objectives of RHNA, SCAG staff will recommend no further changes to the Draft RHNA Methodology. Staff plans to proceed to recommend the Regional Council-approved Draft RHNA Methodology be adopted as the final methodology at the Regional Council meeting on March 5th, following action by the RHNA Subcommittee and the CEHD.

### **FISCAL IMPACT:**

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None.

**ATTACHMENT(S):**

1. RHNA Timeline of Key Activities and Milestones

**RHNA Timeline of Key Activities and Milestones**  
October 2018-November 2019

Date	Type	Milestone
10/29/18	Meeting	RHNA Subcommittee Meeting #1: <i>Kickoff</i>
12/3/18	Meeting	RHNA Subcommittee Meeting #2: <i>Action- Subcommittee charter</i>
2/4/19	Meeting	RHNA Subcommittee Meeting #3: <i>Action-subregional delegation guidelines</i>
2/7/19	Meeting	Regional Council and CEHD Meeting: <i>Action-RHNA Subcommittee charter</i>
3/4/19	Meeting	RHNA Subcommittee Meeting #4: <i>Action-release of methodology surveys, discussion on RHNA methodology</i>
3/7/19	Meeting	CEHD Meeting: <i>Action-Subregional delegation guidelines</i>
3/27/19	Panel	Convened Panel of Experts on technical issues related to regional determination
4/1/19	Meeting	RHNA Subcommittee Meeting #5: <i>Discussion on RHNA methodology</i>
4/4/19	Meeting	Regional Council Meeting: <i>Action-Subregional delegation guidelines</i>
5/6/19	Meeting	RHNA Subcommittee Meeting #6: <i>Action- regional determination package, discussion on RHNA methodology</i>
6/3/19	Meeting	RHNA Subcommittee Meeting #7: <i>Action- amended regional determination package, discussion on RHNA methodology</i>
6/6/19	Meeting	CEHD and Regional Council Meeting: <i>Action – submission of regional consultation package to HCD</i>
6/20/19	Submission	Submission of regional consultation package to HCD
7/22/19	Meeting	RHNA Subcommittee Meeting #8: <i>Action-release of proposed methodology options for public review</i>
7/29/19	Webinar	RHNA 101 Webinar
8/1/19	Meeting	Release of Proposed Methodology for Public Comment ( <i>CEHD and Regional Council Action</i> )
8/1/19-9/1/319	Public comment period	Public comment period on proposed RHNA methodology
8/15/19	Hearing	Proposed Methodology Public Hearing #1, SCAG Los Angeles Office
8/20/19	Hearing	Proposed Methodology Public Hearing #2, SCAG Los Angeles Office
8/22/19	Correspondence	Receipt of regional determination from HCD
8/22/19	Hearing	Proposed Methodology Public Hearing #3, Irvine City Hall
8/22/19	Hearing	Proposed Methodology Public Hearing #4, SBCTA Board Room
8/29/19	Workshop	Proposed Methodology Public Information Session, Santa Clarita
9/5/19	Meeting	CEHD and Regional Council Meeting: <i>Action-Objection to regional determination from HCD</i>
9/13/19	Due date	Comment deadline for proposed methodology
9/18/19	Submission	Submission of objection letter of regional determination to HCD
9/25/19	Workshop	Preview workshop of staff recommended draft RHNA methodology

10/7/19	Meeting	RHNA Subcommittee Meeting #9: <i>Action-recommendation of draft RHNA methodology Mayor Bailey's Substitute Motion failed in a 4-3 votes</i>
10/15/19	Correspondence	Receipt of final regional determination from HCD
10/17/19	Meeting	Briefing on technical issues related to staff recommended draft RHNA methodology as part of the Technical Working Group meeting
10/21/19	Meeting	CEHD Special Meeting: <i>Action- recommendation of draft RHNA methodology</i>
10/21/19	Correspondence	Commenter letter from SBCTA objecting to staff-recommended draft RHNA methodology due to inequitable regional distribution
10/22/19	Correspondence	Received e-mail from Mayor Sahli-Wells requesting staff presentation of Mayor Bailey's Alternative RHNA Methodology for the November 7, 2019 Regional Council meeting
11/1/19	Correspondence	Received letter jointly signed by Mayor Bailey, Supervisor Spiegel, Mayor Navarro & EEC Member Toni Momberger recommending an Alternative RHNA Methodology for the November 7, 2019 Regional Council meeting
11/2/19	Staff Report	Staff Report posted including analysis of Alternative Methodology
11/5/19	Correspondence	Commenter letter from Mayor of Los Angeles objecting to staff-recommended draft RHNA methodology including recommendations with some overlap with Bailey's Alternative Methodology
11/5/19	Correspondence	E-mail from Kome to RC members including the letter from Mayor Bailey & the Estimator (calculator) for Alternative Methodology
11/6/19	Staff Memo	SCAG staff's initial response provided to City of Los Angeles on its Recommended Changes to RHNA methodology
11/7/19	Meeting	Regional Council Meeting: <i>Action-Approval of Bailey's Alternative Methodology by a 43-19 votes; approved methodology submittal to HCD for review</i>
11/14/19	Submission	Submission of draft RHNA methodology to HCD as approved by Regional Council

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**AGENDA ITEM 17**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

**To:** Executive/Administration Committee (EAC)  
Community  
Economic & Human Development Committee (CEHD)  
Regional Council (RC)  
**From:** Kome Ajise, Executive Director, Executive Management,  
213-236-1835, Ajise@scag.ca.gov  
**Subject:** State HCD Review Findings of SCAG's Draft RHNA Methodology

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On January 13, 2020, the state Housing and Community Development (HCD) Department issued its review findings on SCAG's Draft Regional Housing Needs Assessment (RHNA) Allocation Methodology. HCD's review finds that SCAG's Draft RHNA Methodology furthers the five statutory objectives described in state housing law, California Government Code Section 65584(d) (please see HCD letter attached).*

**BACKGROUND:**

On November 7, 2019, the Regional Council approved the Draft RHNA Allocation Methodology for HCD's review. On January 13, 2020, HCD issued its review findings on SCAG's Draft RHNA Allocation Methodology. HCD's review finds that SCAG's Draft RHNA Methodology furthers the five statutory objectives set forth in state housing law, California Government Code Section 65584(d). With HCD's review completed, staff will proceed to recommend the RC-approved Draft RHNA Methodology as the Final RHNA Methodology (through the RHNA Subcommittee and CEHD) with RC adoption scheduled on March 5, 2020.

In addition, in preparing for the upcoming RHNA Appeals process scheduled to begin in April this year, SCAG held a Workshop on RHNA Appeals on February 3, 2020. The Workshop provided a preview of the RHNA Appeals Procedures which is also scheduled for RC adoption on March 5, 2020 after it is reviewed by the RHNA Subcommittee and CEHD respectively. Finally, for additional information about upcoming RHNA-related meetings, please visit SCAG's RHNA webpage at

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[www.scag.ca.gov/rhna](http://www.scag.ca.gov/rhna).

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

1. HCD Letter dated, 01-13-2020

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Ave  
Sacramento, CA 95833-1829  
916) 263-2911 FAX: (916) 263-7453  
www.hcd.ca.gov



January 13, 2020

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

Dear Executive Director Ajise:

**RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology**

Thank you for submitting the draft Southern California Association of Governments (SCAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodology to determine whether the methodology furthers the statutory objectives described in Government Code Section 65584(d).

In brief, the draft SCAG RHNA methodology begins with the total regional determination provided by the California Department of Housing and Community Development (HCD) and separates it into two methodologies to allocate the full determination: projected need (504,970) and existing need (836,857).

For projected need, the household growth projected in SCAG's Connect SoCal growth forecast for the years 2020-2030 is used as the basis for calculating projected housing need for the region. A future vacancy and replacement need are also calculated and added to the projected need.

The existing need is calculated by assigning 50 percent of regional existing need based on a jurisdiction's share of the region's population within the high-quality transit areas (HQTAs) based on future 2045 HQTAs. The other 50 percent of the regional existing need is based on a jurisdiction's share of the region's estimated jobs in 2045 that can be accessed within a 30-minute driving commute. For high segregation and poverty areas as defined by [HCD/TCAC Opportunity Maps](#),<sup>1</sup> referred to by SCAG as extremely disadvantaged communities (DACs), existing need in excess of the 2020-2045 household growth forecast is reallocated to non-DAC jurisdictions within the same county.

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<sup>1</sup> Created by the California Fair Housing Task Force and commissioned by HCD and the California Tax Credit Allocation Committee (TCAC) to assist public entities in affirmatively furthering fair housing. The version used in this analysis is the 2019 HCD/TCAC Opportunity Maps available at [treasurer.ca.gov/ctcac/opportunity.asp](http://treasurer.ca.gov/ctcac/opportunity.asp).

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Within both the projected and existing need methodologies the four RHNA income categories (very low, low, moderate, and above moderate) are assigned to each jurisdiction by the use of a 150 percent social equity adjustment, which inversely adjusts based on the current incomes within the jurisdiction. An additional percentage of social equity adjustment is made for jurisdictions that have a high concentration of DACs or Highest Resource areas as defined by the HCD/TCAC Opportunity maps. Overall, the social equity adjustments result in greater shares of lower income RHNA to higher income and higher-resource areas.

**HCD has completed its review of the methodology and finds that the draft SCAG RHNA Methodology furthers the five statutory objectives of RHNA.<sup>2</sup>**

HCD acknowledges the complex task of developing a methodology to allocate RHNA to 197 diverse jurisdictions while furthering the five statutory objectives of RHNA. This methodology generally distributes more RHNA, particularly lower income RHNA, near jobs, transit, and resources linked to long term improvements of life outcomes. In particular, HCD applauds the use of objective factors specifically linked the statutory objectives in the existing need methodology.

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

*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.*

The methodology generally allocates increased shares of lower income RHNA to jurisdictions that have higher housing costs. In support of a mix of affordability, the highest housing cost cities generally receive higher shares of lower income RHNA. Under this methodology the 15 cities with the highest median housing costs all receive greater than 50 percent of the RHNA as lower income RHNA. Beverly Hills with the 18<sup>th</sup> highest median housing costs receives the 25<sup>th</sup> highest share of lower income RHNA; Westlake Village with the 14<sup>th</sup> highest median housing costs receives the 12<sup>th</sup> highest share of lower income RHNA; Aliso Viejo with the 23<sup>rd</sup> highest median housing costs receives the 38<sup>th</sup> highest share of lower income RHNA; and Villa Park with the 10<sup>th</sup> highest median housing costs receives the 31<sup>st</sup> highest share of lower income RHNA.

*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.*

The draft SCAG RHNA methodology furthers the environmental principles of this objective as demonstrated by the transportation and job alignment with the RHNA allocations.

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<sup>2</sup> While HCD finds that this particular methodology furthers the objectives of RHNA, HCD's determination is subject to change depending on the region or cycle, as housing conditions in those circumstances may differ.

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*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.*

Half of the existing need portion of the draft SCAG RHNA methodology is set based on the jurisdiction's share of the region's estimated jobs in 2045. While future looking job projections are important for housing planning, and housing built in the next decade will likely exist for 50-100 years or more, it is also critical to plan for the needs that exist today. This objective specifically considers the balance of low-wage jobs to housing available to low-wage workers. As part of HCD's analysis as to whether this jobs-housing fit objective was furthered by SCAG's draft methodology, HCD analyzed how the percentage share of the region's lower income RHNA compared to the percentage share of low-wage jobs.

For example, under the draft SCAG RHNA methodology Irvine would receive 1.84 percent of the region's lower income RHNA, and currently has 2.07 percent of the region's low-wage jobs, .23 percent less lower income RHNA than low-wage jobs for the region. Pomona would receive .71 percent of the region's lower income RHNA, and currently has .57 percent of the region's low-wage jobs, .13 percent more lower income RHNA than low-wage jobs for the region. Across all jurisdictions there is generally good alignment between low-wage jobs and lower income RHNA, with all but 15 jurisdictions within a half percent plus or minus difference between their share of lower income RHNA for the region and their percentage low-wage jobs for the region.

HCD is aware there has been some opposition to this current methodology from jurisdictions that received lower allocations under prior iterations; however it is worth noting that even if it is by a small amount, many of the jurisdictions that received increases are still receiving lower shares of the region's lower income RHNA compared to their share of the region's low-wage jobs. HCD recommends any changes made in response to appeals should be in the interest of seeking ways to more deeply further objectives without compromising other objectives.

*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.*

This objective is furthered directly by the social equity adjustment factor included in the draft SCAG RHNA methodology. Jurisdictions in the SCAG region range from as little as 10.9 percent lower income households to 82.7 percent lower income households. The 20 jurisdictions with the greatest share of lower income households, 67.2-82.7 percent lower income households, would receive an average of 31.6 percent lower income share of their RHNA; compared to the 20 jurisdictions with the lowest share of lower income households, 10.9-25.1 percent lower income households, would receive an average of 59.1 percent lower income share of their RHNA. While the social equity adjustment explicitly responds to objective four, it also assists in the methodology furthering each of the other objectives.

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*5. Affirmatively furthering fair housing, which 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.*

HCD applauds the inclusion of the affirmatively furthering fair housing adjustment factor in the methodology. This factor directs more lower income RHNA to higher opportunity areas and reduces allocations in segregated concentrated areas of poverty, as defined in the [HCD/TCAC Opportunity Maps](#), which evaluate access to opportunity, racial segregation, and concentrated poverty on 11 dimensions, which are all evidence-based indicators related to long term life outcomes. 14 of the top 15 highest shares of lower income RHNA are in regions over 99.95 percent High and Highest Resource areas. These include: Imperial, La Habra Heights, Rolling Hills Estates, Hermosa Beach, La Cañada Flintridge, Palos Verdes Estates, Manhattan Beach, Rolling Hills, Agoura Hills, Rancho Palos Verdes, Westlake Village, San Marino, Eastvale, and Hidden Hills. With the exceptions of the cities of Vernon and Industry, the 31 jurisdictions with the highest share of lower income RHNA are all over 95 percent High and Highest Resource areas.

HCD appreciates the active role of SCAG staff in providing data and input throughout the draft SCAG RHNA methodology development and review period. HCD especially thanks Ping Chang, Kevin Kane, Sarah Jepson, and Ma'Ayn Johnson for their significant efforts and assistance.

HCD looks forward to continuing our partnership with SCAG to assist its member jurisdictions to meet and exceed the planning and production of the region's housing need.

Support opportunities available for the SCAG region this cycle include, but are not limited to:

- SB 2 Planning Technical Assistance (Technical assistance available now through June 2021)
- Regional and Local Early Action Planning grants (25 percent of Regional funds available now, all other funds available early 2020)
- SB 2 Permanent Local Housing Allocation (Available April – July 2020)

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Assistant Deputy Director for Fair Housing, [megan.kirkeby@hcd.ca.gov](mailto:megan.kirkeby@hcd.ca.gov).



Megan Kirkeby  
Assistant Deputy Director for Fair Housing





Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Fiscal Year (FY) 2018-19 External Audit

**RECOMMENDED ACTION:**

Receive and File

**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:**

***SCAG's external independent auditor will present the Fiscal Year (FY) 2018-19 audit.***

**BACKGROUND:**

SCAG's external independent auditors, Eide Bailly, LLP, have completed their audit of SCAG's FY 2018-19 financial statements and it was presented to the Audit Committee at its meeting on January 29, 2020. The Comprehensive Annual Financial Report and the Single Audit Report are available at: <http://www.scag.ca.gov/about/Pages/Financial%20Reports.aspx>.

Attached is the SAS 114 Letter (The Auditor's Communication with Those Charged with Governance) from Eide Bailly, LLP. The purpose of the letter is to communicate to those charged with governance, the scope of audit procedures performed, significant findings, and other information, such as disagreements with management, audit adjustments and significant estimates, that are not communicated in the audited financial statements.

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

- 1. SAS 114 Letter dated, December 13, 2019

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December 13, 2019

To the Honorable Members of the Regional Council  
Southern California Association of Governments

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Southern California Association of Governments (SCAG) as of and for the year ended June 30, 2019, and have issued our report thereon dated December 13, 2019. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards, *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance**

As communicated in our letter dated April 1, 2019, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether SCAG complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of SCAG's major federal programs. Our audit of the financial statements does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of SCAG solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of SCAG's major federal program compliance, is to express an opinion on the compliance for each of SCAG's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of SCAG's internal control over compliance.

Attachment: SAS 114 Letter dated, December 13, 2019 (Fiscal Year (FY) 2018-19 External Audit)



We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 13, 2019. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control over Compliance Required by the Uniform Guidance dated December 13, 2019.

### **Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

### **Compliance with All Ethics Requirements Regarding Independence**

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

### **Qualitative Aspects of the Entity's Significant Accounting Practices**

#### *Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by SCAG is included in Note 1 to the financial statements. As described in Note 1, SCAG adopted Governmental Accounting Standards Board (GASB) Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*, effective July 1, 2018. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

#### *Significant Accounting Estimates*

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are management's estimates of:

- Amounts related to the net pension liability, related deferred outflows of resources and deferred inflows of resources, pension expense, and disclosures, are based on actuarial valuations for the CalPERS and PARS plans.
- Amounts related to the net other postemployment benefit (OPEB) liability, related deferred outflows and inflows of resources, OPEB expense, and disclosures, are based on an actuarial valuation.

We evaluated the key factors and assumptions used to develop the estimates and determined that they were reasonable in relation to the basic financial statements taken as a whole.

#### *Financial Statement Disclosures*

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting SCAG's financial statements relate to:

The disclosures of SCAG's agent multiple-employer defined benefit pension plan and PARS supplementary retirement plan, net pension liability, and related deferred outflows and inflows of resources, and pension expense in Note 12 to the financial statements. The valuations of the net pension liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used, including but not limited to, the discount rate. As disclosed in Note 12, a 1% increase or decrease in the discount rate has a significant effect on SCAG's net pension liabilities.

The disclosures related to SCAG's retiree health program OPEB plan, net OPEB liability, and related deferred outflows and inflows of resources, and OPEB expense, in Note 14 to the financial statements. The valuations of the net OPEB liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used including, but not limited to, the discount rate and healthcare cost trend rates. As disclosed in Note 14, a 1% increase or decrease in the discount rate and healthcare cost trend rates has a significant effect on SCAG's net OPEB liability.

As disclosed in Notes 7 and 15, Caltrans has issued an Incurred Cost Audit report and Indirect Cost Allocation Plan Audit report on SCAG's previously submitted costs. The Incurred Cost Audit report and Indirect Cost Allocation Plan Audit report identified cost disallowances of \$2.5 million and \$2.3 million, respectively.

#### **Significant Difficulties Encountered during the Audit**

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

## **Uncorrected and Corrected Misstatements**

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. No such items were reported.

## **Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

## **Representations Requested from Management**

We have requested certain written representations from management that are included in the management representation letter dated December 13, 2019.

## **Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

## **Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with SCAG, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as SCAG's auditors.

## **Other Information in Documents Containing Audited Financial Statements**

Pursuant to professional standards, our responsibility as auditors for other information in documents containing SCAG's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

However, in accordance with such standards, we will review information inputted into the data collection form and will consider whether such information, or the manner of its presentation, is materially consistent with the financial statements.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the Members of the Regional Council, and management of SCAG and is not intended to be and should not be used by anyone other than these specified parties.

Handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Rancho Cucamonga, California



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Art Yoon, Director of Policy and Public Affairs, Policy and  
Public Affairs Division, (213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** February State and Federal Legislative Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**STATE**

**Governor Releases Proposed Fiscal Year (FY) 2020-2021 Budget**

Pursuant to Article IV, Section 12(a) of the California Constitution, Governor Gavin Newsom released his proposed state budget for Fiscal Year (FY) 2020-2021 on January 10, 2020. The proposed budget is the first phase of a months-long process that will culminate with the Legislature passing a budget bill by midnight of June 15, 2020. The Governor's proposed budget for FY 2020-2021 totals \$222.2 billion, an increase of 2.3% from last year's budget, with \$153.1 billion coming from the General Fund (GF).

The Governor spoke at length about the proposed budget during a press conference that lasted just shy of 3 hours. He highlighted diverse issue areas such as public education, consumer protections, affordable health care, climate resilience, housing, and homelessness, among others.

Climate Resilience

Governor Newsom's budget proposes to spend \$12.5 billion over five years to address climate change. Key components of the \$12.5 billion include a climate resilience bond, amounting to \$4.75 billion, to reduce climate risks across California. 80% of the funds are allocated to address immediate risks such as floods, drought, and wildfires. The remaining funds will address long-term risks such as sea level rise and extreme heat. Included within the Climate Resilience Bond is \$220 million to support Salton Sea habitat and air quality mitigation projects for the 2018 Salton Sea

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Management Plan. Funds from the resilience bond would be allocated in the following categories:

**Climate Resilience Bond**  
(Dollars in Millions)

Investment Category	Department	Program	Amount
Drinking Water, Flood, Drought	Department of Water Resources / State Water Resources Control Board	Regional and Inter-regional Water Resilience	\$1,000
	Department of Water Resources	Sustainable Groundwater Management	\$395
	State Water Resources Control Board	Safe Drinking Water	\$360
	Department of Water Resources	Flood - Urban/USACE Projects	\$340
		Flood - Systemwide Multi-benefit	\$270
	Natural Resources Agency	Salton Sea	\$220
	California Department of Food and Agriculture	Environmental Farming Incentive Program	\$200
	Department of Fish and Wildlife	Enhanced Stream Flows and Fish Passage	\$140
	Subtotal	\$2,925	
Wildfire	Natural Resources Agency, CAL FIRE, and Office of Emergency Services	Hardening of Critical Community Infrastructure	\$500
	CAL FIRE	Forest Health	\$250
	Subtotal	\$750	
Sea Level Rise	Ocean Protection Council	Coastal Wetland Restoration	\$320
		Nature-Based Solutions to Build Resilience	\$130
		Demonstration Projects to Protect Critical Infrastructure	\$50
	Subtotal	\$500	
Extreme Heat	Natural Resources Agency	Urban Greening and Forestry	\$200
	Strategic Growth Council	Cool Surface Materials	\$125
	Subtotal	\$325	
Community Resilience	Strategic Growth Council	Community Resilience Planning	\$25
		Community Resiliency Centers	\$225
	Subtotal	\$250	
	<b>Total</b>	<b>\$4,750</b>	

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Another key component of the Governor's proposed budget is the Cap-and-Trade expenditure plan. For FY 2020-2021, the proposed Cap-and-Trade Expenditure plan amounts to \$965 million. It is worth noting that some programs were not funded by the FY 2020-2021 expenditure plan, including weatherization grants for low-income homes (\$10 million in FY 2019-2020) and the Transformative Climate Communities program (\$60 million in FY 2019-2020). The Transformative Climate Communities program encourages transformative, neighborhood-level projects that reduce greenhouse gas (GHG) emissions and create healthier, more resilient communities. The City of Ontario previously received a \$25 million grant from the Transformative Climate Communities program in 2018.

It is also worth highlighting the decrease in the California Air Resources Board's clean transportation programs. These programs include rebates for zero-emission vehicles and grants for clean trucks, buses, and off-road equipment. The FY 2020-2021 expenditure plan includes \$350 million for these clean transportation program, which is down from \$485 million in the previous fiscal year's Cap-and-Trade expenditure plan. Responding to a question from reporters about the cut in clean transportation funding, the Governor stated that, "We'll have chances to adjudicate that with the Legislature... perhaps in the May revise we can reflect those [concerns]."

The complete FY 2020-2021 Cap-and-Trade expenditure plan is included in the table below:



**2020-21 Cap and Trade Expenditure Plan**  
(Dollars in Millions)

Investment Category	Department	Program	Amount
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection and Local Programs to Reduce Air Pollution	\$200
		AB 617 - Local Air District Implementation	\$25
		AB 617 - Technical Assistance to Community Groups	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Program	\$125
		Clean Trucks, Buses and Off-Road Freight Equipment	\$150
		Enhanced Fleet Modernization Program, School Buses and Transportation Equity Projects	\$75
		Agricultural Diesel Engine Replacement and Upgrades	\$50
Healthy Forests	CAL FIRE	Healthy and Resilient Forests	\$165
		Forest Carbon Plan: Prescribed Fire and Fuel Reduction	\$35
		2019 Fire Safety and Prevention Legislation	\$8
Climate Smart Agriculture	Department of Food and Agriculture	Healthy Soils	\$18
Short-Lived Climate Pollutants	CalRecycle	Waste Diversion	\$15
	Department of Food and Agriculture	Methane Reduction	\$20
Integrated Climate Action: Mitigation and Resilience	Coastal Commission and SF Bay Conservation and Development Commission	Coastal Resilience	\$4
	California Conservation Corps	Energy Corps	\$7
Research and Technical Assistance	Natural Resources Agency, California Energy Commission, Office of Planning and Research, and Strategic Growth Council	Climate Change Research, Technical Assistance, and Capacity Building	\$25
Workforce Training	Workforce Development Board	Apprenticeships and Job Creation/Just Transition Strategies for a Carbon Neutral Economy	\$33
<b>Total</b>			<b>\$965</b>

Housing and Homelessness

Housing production and affordability remain a top priority for the Newsom Administration and a lack of affordable housing directly contributes to the homelessness epidemic seen across the state. To address the housing crisis, the Budget builds upon last year’s investments and helps to provide access to services to individuals and families with immediate needs. In total, the Governor’s budget proposes to spend \$6.8 billion across multiple departments and programs to address housing throughout the State.

Notably, the Governor’s proposed budget includes a \$750 million one-time expenditure to establish the California Access to Housing and Services Fund that will be administered by the state’s Department of Social Services. The primary goals of the proposed Fund are to reduce homelessness by moving individuals and families into stable housing, and to increase the number of units available as a stable housing option for individuals and families who are homeless or at risk of becoming homeless.

The Fund will flow through performance-based contracts between the state and regional administrators. If approved, regional administrators would provide short- and long-term rental subsidies, make small and medium-sized contributions to encourage development of new units in exchange for a rental credit, and stabilize board and care facilities by funding capital projects and/or operating subsidies. The Fund will also be used to engage with landlords to secure units and negotiate individual client leases, provide tenancy support services, and coordinate case management with counties for those receiving rental subsidies to ensure they are enrolled in eligible public assistance programs.

The Governor has proposed that, to the extent feasible, state funding will be coupled with the use of state properties to expedite the development of more affordable and supportive housing.

**Legislative Deadlines in Sacramento**

The California Legislature reconvened on January 6, 2020 and immediately faced important deadlines for bills making their way through the legislative process. Chief among them included a January 31, 2020 deadline by which each house had to pass bills introduced in that house in the first year of the two year session. This deadline impacted bills such as Senate Bill (SB) 50, for example, which was introduced in 2019 but made a two-year bill. The table below includes both recent and upcoming bill deadlines:

Date	Deadline
<b>January 17, 2020</b>	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year.
<b>January 24, 2020</b>	Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. Last day to submit bill requests to the Office of Legislative Counsel.
<b>January 31, 2020</b>	Last day for each house to pass bills introduced in that house in the odd-numbered year.
<b>February 21, 2020</b>	Last day for bills to be introduced.

**SB 50 Update**

SB 50, introduced by Senator Scott Wiener (D-San Francisco) in 2019, garnered much attention in the month of January as speculation increased as to whether the bill would meet legislative

deadlines and continue on through the legislature. SB 50 was designated a two-year bill last year when Senate Appropriations Committee Chairman Anthony Portantino (D-La Cañada Flintridge) shelved the bill. The bill would grant density bonuses to developers of certain types of housing projects, thereby overriding locally developed height limitations, housing densities, and parking requirements. The bonus is referred to as an “equitable communities incentive.” The applicability of SB 50 varies depending on the population of a city and county.

SB 50 was amended on January 6, 2020 to delay implementation until 2023. It also includes provisions that would allow a local jurisdiction to develop a “local flexibility plan,” essentially an alternative plan for jurisdictions to achieve the goals and objectives of SB 50 without being subject to its provisions on height limitations, housing densities, and parking requirements overrides. Guidelines for such a plan would be developed by the Governor’s Office of Planning and Research (OPR), in consultation with the California Department of Housing and Community Development (HCD). HCD would also be tasked with approving these local flexibility plans.

On Friday 17, 2020, Senate President pro Tempore Toni Atkins (D-San Diego) announced that the Senate Rules Committee – which the President pro Tempore chairs – would pull back SB 50 from the Senate Appropriations Committee, thus sidestepping the Appropriations Committee and Senator Portantino. This procedural move increases the chances of a full Senate floor vote on SB 50, which needs to pass the Senate by January 31, 2020 in order to continue on this session.

#### **SB 732 Update**

SB 732, introduced by Senator Ben Allen (D-Santa Monica) and sponsored by the South Coast Air Quality Management District (SCAQMD), would authorize the SCAQMD board to create a transactions and use taxing district contiguous with its boundaries in order to implement projects that reduce air pollution. These projects would first fully implement the state implementation plan for the SCAQMD and any subsequent air quality attainment plans to meet state and federal ambient air quality standards, as well as reduce air pollutants and carry out transit and transportation projects that reduce air pollution. SB 732 was scheduled to be heard in the Senate Appropriations Committee on January 21, 2020, but the hearing was cancelled at the request of Senator Allen given the opposition of influential groups. Like SB 50, SB 732 must be passed by the Senate before the January 31, 2020 deadline.

#### **March 2020 Statewide Ballot Measures**

On March 3, 2020, California voters will head to the polls for an election deciding local, state, and federal races. Voters will also decide on one statewide ballot measure, Proposition 13. Proposition 13 is a \$15 billion construction bond that would pay for school infrastructure. Placed on the ballot by the Legislature through Assembly Bill (AB) 48 (Chapter 530, Statutes of 2019), the bond would authorize facility repair, construction, and modernization at public preschools, K-12 schools, community colleges, and universities. If approved by the voters, \$6 billion would be evenly split

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between the University of California, California State University, and community colleges. The remaining \$9 billion would go to K-12 schools.

## FEDERAL

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### **House Democrats to Unveil Infrastructure Bill**

On January 16, 2020, House Speaker Nancy Pelosi (D-San Francisco) told reporters that House Democrats would be unveiling an infrastructure bill at the end of January. Last May, discussions over a potential infrastructure deal between Democratic leaders and the White House failed as President Trump requested that Congress ratify the United States-Mexico-Canada (USMCA) Trade Agreement first before discussing infrastructure. Congress ratified the USMCA trade agreement in early January and now awaits the President's signature. According to Speaker Pelosi, the White House "might be interested in cooperating in other ways" given the passage of the USMCA Trade agreement.

### **House of Representatives Votes to Raise Cap on State and Local Tax (SALT) Deductions**

Just before the House of Representatives recessed for the holiday season, it passed House Resolution (H.R.) 5377 related to SALT deductions. The SALT deduction allows taxpayers to deduct the amount of state and local taxes that they have paid from their federal taxes. This allowance supports state and local authority to impose the taxes necessary to provide public services, following the longstanding U.S. system of fiscal federalism. The existing cap of \$10,000 opens taxpayers to being taxed twice on the same income: once by states and localities and then again by the federal government. H.R. 5377 would increase the cap for married, joint-filers to \$20,000 for their 2019 taxes and eliminate the deduction cap entirely for 2020 and 2021. A corresponding bill has not been introduced in the Senate and the White House has expressed its opposition to H.R. 5377.

### **FISCAL IMPACT:**

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



**AGENDA ITEM 20**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
February 6, 2020

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kimberly Clark, Regional Planner Specialist, Research &  
Analysis, (213) 236-1844, Clark@scag.ca.gov  
**Subject:** Advancement of the Growth Vision for Connect SoCal

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD:**

For Information Only - No Action Required

**RECOMMENDED ACTION FOR RC, EEC AND TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As required by state planning law, the Draft Connect SoCal plan's Growth Vision identifies areas sufficient to house the region's population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It also identifies areas sufficient to house an eight-year projection of housing need for the region as required.*

*In crafting the Growth Vision, SCAG engaged with stakeholders over the last three years of the four year planning cycle. One important element for this effort was the development of the Draft Connect SoCal plan's Growth Forecast Principles, which were advanced in partnership with stakeholders from SCAG's Technical Working Group (TWG) and serve to guide the development and future growth of the plan's forecast of population, households, and employment. Just prior to the release of the Draft Connect SoCal plan, SCAG engaged with local jurisdictions to seek feedback on the Growth Vision to promote consistency with the Growth Forecast Principles. The feedback received will be used to make technical adjustments to the Draft growth plan and develop the final Connect SoCal Growth Vision. To foster transparency in the process, this report summarizes the feedback received and technical adjustments being pursued to ensure consistency*

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

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*with the Growth Forecast Principles.*

**BACKGROUND:**

The formulation of the Draft Connect SoCal plan's Growth Vision has been informed by several engagements with regional stakeholders, including the involvement of thousands of Southern Californians through one-on-one briefings/data review sessions with local jurisdictions, regional planning working groups, outreach to traditionally underrepresented groups through community-based organizations, and numerous public workshops.

In responding to stakeholders' diverse priorities, the Draft Connect SoCal plan's Growth Vision reflects the jurisdictional-level input on future development received from Southern California's towns, cities, and counties. To help achieve essential regional outcomes, including federal air quality conformity and per-capita greenhouse gas reductions, the Growth Vision focuses new development within a given jurisdiction in areas showing the highest impact for decreasing per-capita vehicle miles traveled (VMT) and for improving the safety and viability of multiple modes of transportation.

Further, the Draft Connect SoCal plan's Growth Vision aims to reduce future development in areas that are particularly sensitive for new expansion – such as areas vulnerable to adverse natural events like wildfires and sea level rise, as well as areas rich with resources like open space and farmlands. Although jurisdictions will not be obligated to modify land use policies, general plans, or regulations to be consistent with Connect SoCal strategies, SCAG anticipates providing resources in the coming years to encourage improved local alignment with a collective regional vision. More information on the Draft Connect SoCal plan's Growth Vision is available as Attachment 1 (“Draft Connect SoCal Growth Vision Methodology”).

To align the regional housing policy with Connect SoCal's environmental and sustainable development goals, elements of the Connect SoCal's Growth Vision - including overall jurisdictional growth as well as data and modeling outcomes related to transit and job accessibility factors - are used in the Draft Regional Housing Needs Assessment (RHNA) Methodology. More information on RHNA and the proposed allocation factors can be found at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

Since the Growth Vision will be used to conduct required regional modeling analyses and inform local planning – including housing goals, the local review of the Draft Connect SoCal plan's Growth Vision is critical. Prior to the November 2019 release of the Draft Connect SoCal plan, SCAG sought feedback from local jurisdictions on our collective regional vision of distributing population, household and employment growth through 2045. Jurisdictions were provided six weeks to review the Draft Connect SoCal plan's Growth Vision and were required to substantiate any requests for revisions.



This review, which culminates three years of iterative research and communication on local policies and plans, was requested to ensure that (1) entitled projects are properly incorporated in the final Connect SoCal's Growth Vision, and that (2) projected development in the Growth Vision does not exceed the maximum densities of current local general or specific plans. In providing instructions to local jurisdictions for this effort, SCAG made it clear that revisions would be given consideration if they were related to these criteria (entitlements or maximum planned densities), and that requests for revisions to overall jurisdictional growth would not be accepted. After this opportunity for review, 55 jurisdictions provided feedback to SCAG (28 percent of the region's towns, cities, and counties).

Overall, this effort has been guided by the Draft Connect SoCal plan's Growth Forecast Principles, which were developed in collaboration with SCAG's Technical Working Group (TWG) whose membership includes staff from local jurisdictions, county transportation commissions, subregional organizations, community-based organizations, and universities:

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #2** - Connect SoCal's growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements;
- **Principle #3** - For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and

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- **Principle #5** - SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

Moving forward, SCAG will continue to utilize local feedback to finalize the regional Growth Vision for the final release of Connect SoCal, which is anticipated for adoption by SCAG's Regional Council in April 2020. In taking into account this feedback, SCAG will be evaluating if comments provided are (1) related to entitlements and/or local plans, and (2) are substantiated by each respective local jurisdiction. To finalize the Connect SoCal Growth Vision, technical adjustments such as these are anticipated to increase future growth in Connect SoCal's Priority Growth Areas (PGAs) – including High Quality Transit Areas (HQTAs) - and reduce development in constrained areas (e.g. protected open space). With this round of local review, SCAG is furthering Connect SoCal's greenhouse gas reduction goals and anticipated policy outcomes.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2019-20 Overall Work Program (OWP) budget under project number 290.4841.02, RTP/SCS Land Use Policy & Program Development and 290.4826.01, SCS Scenario Development & Outreach.

**ATTACHMENT(S):**

1. Draft Connect SoCal Growth Vision Methodology
2. PowerPoint Presentation - Draft Connect SoCal Plan's Growth Vision



## ***Attachment 1 – Draft Connect SoCal Plan’s Growth Vision Methodology***

### **Section 1 - Use of Connect SoCal’s Growth Vision for Local Planning**

The Growth Vision for Connect SoCal will identify areas sufficient to house the region’s population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It will also identify areas sufficient to house an eight-year projection of housing need for the region.

In developing this vision, SCAG engaged with all 197 towns, cities, and counties in the region one-on-one to seek feedback on local growth between 2016 and 2045. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottoms-up approach in that total projected growth for each jurisdiction will reflect feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) will reflect entitled projects and adhere to current general and specific plan maximum densities (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections will also feature strategies and local best practices that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with Senate Bill 375.

Connect SoCal’s Growth Vision will be utilized for long range modeling purposes, and SCAG does not have a direct role in implementing the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built. Achieving a sustained regional outcome depends upon informed and intentional local action. The proposed use of Connect SoCal’s Growth Vision in the Regional Housing Needs Assessment (RHNA) is described with detail in materials available at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

### **Section 2 - Engagement Process for Envisioning Southern California’s Future**

At the direction of SCAG’s Regional Council, and under guidance from the Community, Economic, and Human Development (CEHD) Policy Committee, SCAG worked with local jurisdictions and a broad range of stakeholder groups during the four-year planning cycle for Connect SoCal to address regional challenges. These engagements, often referred to as [SCAG’s Bottom-Up Local Input and Envisioning Process](#), fell in four phases and aimed to solicit feedback on the region’s vision for 2045:

- ***Phase 1: Regular Technical Consultation with SCAG’s Technical Working Group (TWG)***  
To ensure transparency and technical veracity during all phases of this process, SCAG has had regular engagements with the TWG to seek guidance. Specific consultation has included an assessment of the survey elements and datasets that underwent review by local jurisdictions during Phase 2, and an overview of the scenario planning process, results of outreach, and technical elements for Phases 3 and 4.
- ***Phase 2: One-on-One Outreach and Local Input on Planned Growth***  
A key, formative step in the development of a growth vision for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and

economists on Southern California. From there, jurisdictional level forecasts were then ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows us to focus attention on areas that are experiencing change and may have increased transportation needs.

- **Phase 3: Regional Collaboration on Scenario Development**

SCAG engaged with a diverse group of stakeholders through regional planning working groups, where monthly meetings began in May 2018 and served as a forum to obtain feedback on potential Connect SoCal strategies to better integrate land use, housing, and transportation. Feedback informed how data gathered through one-on-one sessions with local jurisdictions from Phase 2 of the Bottom-Up Local Input and Envisioning Process could be utilized in developing Connect SoCal scenarios – principally how SCAG could envision a future that promoted regional outcomes for sustainability that also recognized the importance of local control. Moreover, outreach and events conducted in partnership with 18 community-based organizations across the region garnered feedback from stakeholders from traditionally underrepresented communities.

- **Phase 4: Engagement with the General Public on Potential Options for Connect SoCal**

SCAG sought feedback from the general public throughout the region through a public engagement initiative that featured 28 public workshops, an extensive advertisement campaign, a telephone town hall, and an online survey. Public workshop attendees reviewed four potential regional growth scenarios, each with a unique set of strategies that ranged from enhancing job centers, better connecting people to transportation options, protecting open space and farmland areas, and planning for our region’s future resiliency to natural disasters. Local plans and policies, as conveyed through Phase 2 of the Bottom-Up Local Input and Envisioning Process, were utilized in the development of several scenarios to ensure that options reflected an attainable future.

Overall, the Draft Connect SoCal plan reflects feedback from each stage of this extensive engagement process – starting with a vision for future growth that emphasizes local control and takes into consideration the growth constraints of local jurisdictions. This Growth Vision also includes strategies that could reduce the costs of housing development, increase viability of alternative transportation modes, reduce our region’s vulnerability from the impacts of climate change, protect open space and farmland, and promote overall sustainability for Southern California.

### **Section 3 - Sustainable Communities Strategy for Connect SoCal**

As the region faces unprecedented challenges looking towards 2045, it is important to coordinate regional land use and transportation strategies and address Southern California’s growth and sustainability challenges. The Draft Connect SoCal plan focuses growth through 2045 in priority areas that are well served by transit, neighborhoods that already feature very walkable infrastructure, and/or have significant concentrations of jobs. To protect our region’s natural assets and reduce future risks from climate change, new growth through 2045 will be reduced in constrained areas (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.).

Locating housing, jobs, and transit closer together can increase mobility options and reduce the need for residents to drive. Developing compact centers with a robust mix of land uses, a range of building types, and connected public spaces can strengthen the fabric of communities. While coordinating land-use and

transportation strategies can yield beneficial outcomes, it is quite difficult to implement in a region where authority is divided among multiple agencies. The Draft Connect SoCal plan ultimately aims to illuminate pathways to achieving regional goals and inspire rather than dictate local actions and policies.

The following strategies comprise the Draft Connect SoCal plan’s regional Sustainable Communities Strategy or “SCS” and fall into five categories:

- ***Focus Growth Near Destinations and Mobility Options:***
  - Emphasize land use patterns that facilitate multimodal access to work, schools, and other destinations;
  - Focus on jobs-housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets;
  - Plan for growth near transit investments and support implementation of first/last mile strategies;
  - Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses;
  - Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods;
  - Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations); and
  - Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking, smart parking).
- ***Promote Diverse Housing Choices:***
  - Preserve and rehabilitate affordable housing and prevent displacement;
  - Identify opportunities for new workforce and affordable housing development;
  - Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply; and
  - Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHG emissions.
- ***Leverage Technology Innovations:***
  - Promote low emission technologies, such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure, such as dedicated lanes, charging structures, and parking/drop-off space;
  - Improve access to services through technology, including telework and telemedicine, as well as commuter incentives such as a mobility wallet; and
  - Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.
- ***Support Implementation of Sustainability Policies:***
  - Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions;
  - Support statewide legislation that reduces barriers to new construction and incentivizes development near transit corridors and stations;

- Support jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAS), or other tax increment or value capture tools to finance sustainable infrastructure and development projects;
  - Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies;
  - Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region;
  - Continue to support long range planning efforts by local jurisdictions; and
  - Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.
- **Promote a Green Region:**
    - Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards;
    - Support local policies for renewable energy production, reduction of urban heat islands, and carbon sequestration;
    - Integrate local food production into the regional landscape;
    - Promote more resource-efficient development focused on conservation, recycling, and reclamation;
    - Preserve, enhance, and restore regional wildlife connectivity;
    - Reduce consumption of resource areas, including agricultural land; and
    - Identify ways to improve access to public park space.

Overall, Connect SoCal’s vision for the region will incorporate a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment.

#### **Section 4 - Land Use Tools to Support Growth**

Connect SoCal will reinforce attractive and functional places for Southern California residents to live, work, and play through a variety of land use tools to create dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG. A key land use tool is the identification of regional Priority Growth Areas (PGAs) where many Connect SoCal strategies can be most fully realized. PGAs feature:

- **Job Centers** - Areas with significantly higher employment density than surrounding areas. Over 60 subareas are identified as having peak job density and capture locally significant job centers throughout all six counties in the region;
- **Transit Priority Areas (TPAs)** - An area within one-half mile of a major transit stop that is existing or planned. This includes an existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3);

- **High Quality Transit Areas (HQTAs)** - Areas within one-half mile of a major transit stop or a high-quality transit corridor (a corridor with fixed route bus service containing service intervals no longer than 15 minutes during peak commute hours - based on CA Public Resources Code Section 21155(b));
- **Neighborhood Mobility Areas (NMAs)** - Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections that can support the use of Neighborhood Electric Vehicles or active transportation modes for short trips;
- **Livable Corridors** - This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts, with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program); and
- **Spheres of Influence (outside of absolute and variable constrained areas)** - Existing or planned service areas and within the planning boundary outside of an agency's legal boundary; data for these areas was accessed by SCAG from each county's Local Agency Formation Commission (LAFCO) in 2016.

Collectively, the Draft Connect SoCal plan's PGAs will account for only six percent of region's total land area by 2045, but implementation of SCAG's recommended growth strategies will help these areas accommodate 68 percent of forecasted household growth and 79 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

There are inherent constraints to expansive regional growth and the Draft Connect SoCal plan recognizes locations that are susceptible to natural hazards and a changing climate. Options will be emphasized that conserve important farmland, resource areas and habitat corridors, while growth on lands that are vulnerable to wildfire, flooding, and near-term sea-level rise will be decreased. The growth constraints outlined below were used to articulate where future growth is not encouraged. Absolute constraints reflect areas where growth will be reduced to achieve Connect SoCal's regional vision. Variable constraints reflect goals of Connect SoCal and will only be applied to growth when there is not capacity in non-constrained areas per a jurisdiction's general plan or specific plans.

#### Absolute Constrained Areas:

- **Tribal Nation Lands** – SCAG utilized the Census Bureau's American Indian/Alaska Native/Native Hawaiian (AIANNH) Areas database for 2017 to identify tribal nations in the SCAG region;
- **Military Lands** – Locations of military lands are derived from SCAG's 2016 Existing Land Use Database, which underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process;
- **Open Space and Conserved Lands** – Data on conservation areas, open space, and parks from year 2017 comes from the Save Our Agricultural Resources (SOAR) protected areas in Ventura County, the California Conservation Easement Database, as well as the California Protected Areas Database (CPAD). Together, these data inventories represent protected open space lands,

conserved areas, and conservation easements in the SCAG region and the greater State of California. Several elements were developed by aggregating and cross-checking various open space data from multiple public agencies by GreenInfo Network, and also benefit from feedback provided by local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process;

- **Sea Level Rise Areas (2 feet)** – Data on coastal inundation were obtained from the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center's online mapping viewer depicting potential sea level rise and its associated impacts on the nation's coastal areas (accessed by SCAG in 2017). These data depict the potential inundation of coastal areas resulting from a projected 2 feet rise in sea level above current Mean Higher High Water (MHHW) conditions, and underwent review by SCAG's local jurisdictions; and
- **Farmlands in Unincorporated Areas** – Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

#### Variable Constrained Areas:

- **Wildland-Urban Interface (WUI)** – Data on areas where housing and vegetation intermingle ("intermix WUI") and areas with housing in the vicinity of contiguous wildland vegetation ("interface WUI") were derived from the 2010 national Wildland-Urban Interface dataset developed by the SILVIS Lab at the University of Wisconsin-Madison;
- **Grazing Lands and Farmlands within Incorporated Jurisdictions** – Similar to farmlands identified in unincorporated areas, grazing lands and farmland information within incorporated areas were identified through the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation, which underwent review by local jurisdictions;
- **500 Year Flood Plains** – Information on flood areas were derived from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM) that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP), and was included for local jurisdiction review through SCAG's Bottom-Up Local Input and Envisioning Process;
- **CalFire Very High Severity Fire Risk (state and local)** – Information on areas with very high fire hazards was derived from CalFire's state responsibility area and local responsibility area Very High Fire Hazard Severity Zone (VHFHSZ) data, accessed by SCAG in early 2019; and
- **Natural Lands and Habitat Corridors** – Data on habitat corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity



corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010.

### **Section 5 – Growth Forecast Principles:**

The Draft Connect SoCal plan’s Growth Forecast Principles help to guide development of the Draft Connect SoCal Growth Vision, and were developed in partnership with SCAG’s Technical Working Group. To ensure that entitlements are fully captured and future development does not exceed current general plan and specific plan growth capacities, SCAG solicited feedback from local jurisdictions on the Draft Connect SoCal plan’s Growth Vision prior to the plan’s release. Moving forward, SCAG will be evaluating and incorporating feedback to finalize the Connect SoCal Growth Vision.

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #2** - Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements;
- **Principle #3** - For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and
- **Principle #5** - SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.



# Local Review of the Draft Connect SoCal Plan's Growth Vision

Kimberly Clark, Program Manager – Resource Conservation and Resilient Communities  
Community, Economic, and Human Development Committee  
February 6, 2020

[www.scag.ca.gov](http://www.scag.ca.gov)



Attachment: PowerPoint Presentation - Draft Connect SoCal Plan's Growth Vision [Revision 1] (Advancement of the Growth Vision for Connect

## Connect SoCal Outreach



One-on-One Engagements with Local Jurisdictions



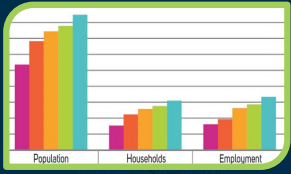
Scenario Envisioning: Regional Planning Working Groups Community Based Organizations



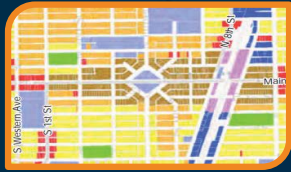
Public Workshops, Street Teams, Teletown Hall, Advertisement & Survey



# Data Elements for Local Review



Current and Future Population, Households, Employment



Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures



## Bottom-Up Local Input and Envisioning Process

SCAG will engage with local jurisdictions to refine the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) using 2035 data and to engage with local jurisdictions, communities, and other stakeholders in the development of the growth plan. SCAG will conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan. SCAG will also conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan. SCAG will also conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan.

### Draft Data/Map Books

SCAG will engage with local jurisdictions to refine the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) using 2035 data and to engage with local jurisdictions, communities, and other stakeholders in the development of the growth plan. SCAG will conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan. SCAG will also conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan.

Imperial County  
Los Angeles County  
Orange County  
Riverside County  
San Bernardino County  
Ventura County

**Training**

On October 22, 2017 SCAG will conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan. SCAG will also conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan.

[View the Video](#)

**Regional Training**

SCAG will engage with local jurisdictions to refine the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) using 2035 data and to engage with local jurisdictions, communities, and other stakeholders in the development of the growth plan. SCAG will conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan.

[View the Information](#)

**Bottom-Up Local Input**

SCAG will engage with local jurisdictions to refine the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) using 2035 data and to engage with local jurisdictions, communities, and other stakeholders in the development of the growth plan. SCAG will conduct a series of public meetings and workshops to gather input from local jurisdictions, communities, and other stakeholders on the growth plan.

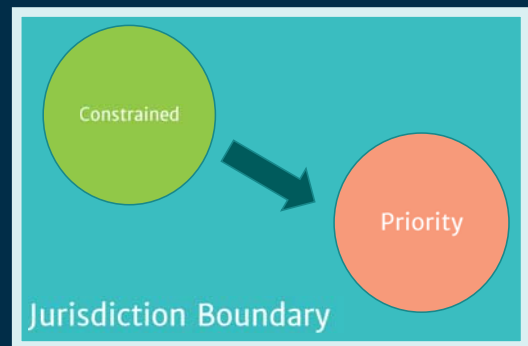
[View the Information](#)

For additional information on this process, including a detailed work plan, please contact SCAG staff at [info@scag.org](mailto:info@scag.org).

# Draft Connect SoCal Plan's Growth Vision Methodology



- Rely on jurisdictional growth forecast refined through the Bottom-Up Local Input and Envisioning Process
- Within a jurisdiction, target new population and jobs in Priority Growth Areas; deemphasize growth in Constrained Areas
- Do not exceed growth capacity prescribed by local plans and policies
- Capture entitled projects



## Draft Connect SoCal Plan's Growth Vision – Priority Growth Areas



Regional Job Centers



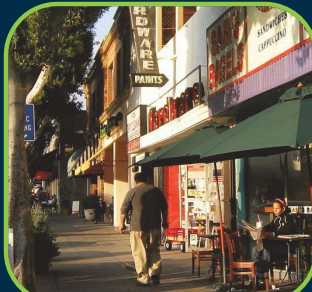
Transit Priority Areas



High Quality Transit Areas



Livable Corridors



Neighborhood Mobility Areas



Spheres of Influence

## Draft Connect SoCal Plan's Growth Vision – Constrained Areas



Military Lands and Tribal Nations



High Wildfire Threat Areas



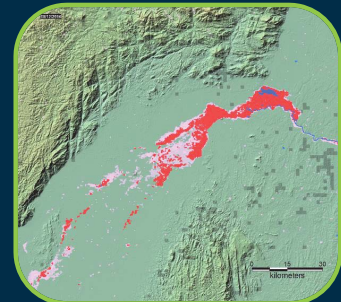
Natural and Farmlands



Areas Impacted by 2 ft Sea Level Rise



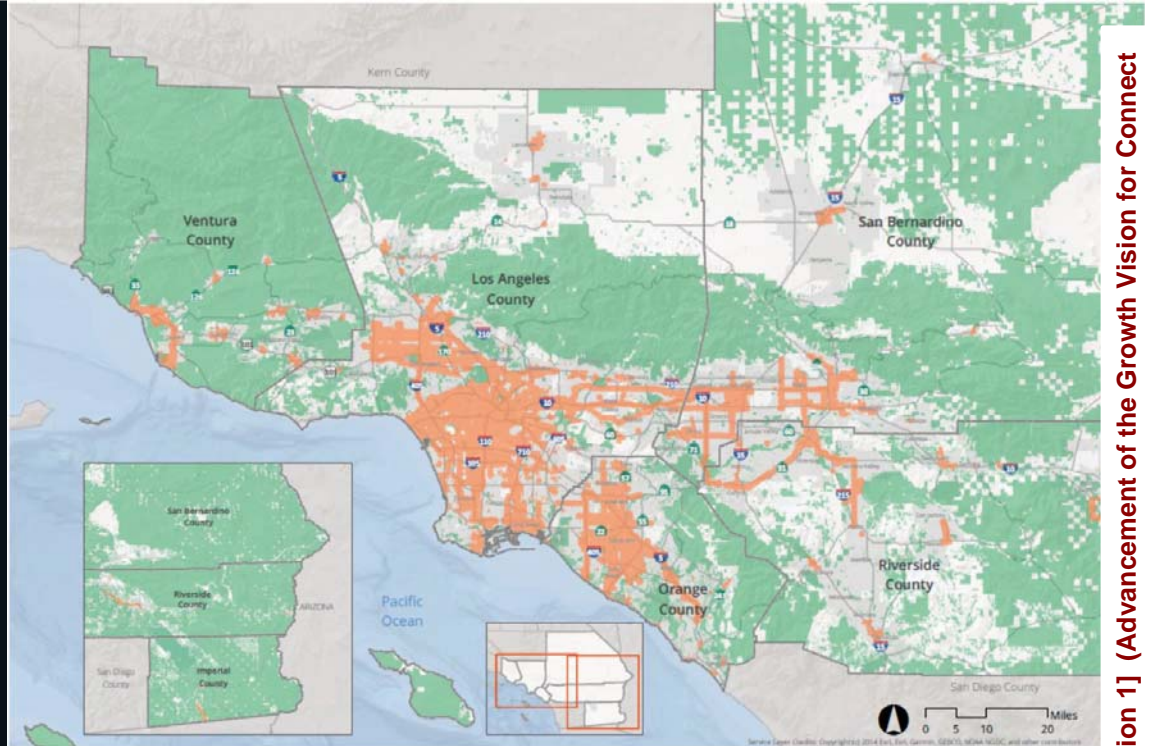
Wildlife Habitat



Flood Plains



# Draft Priority Growth Areas & Draft Constrained Areas



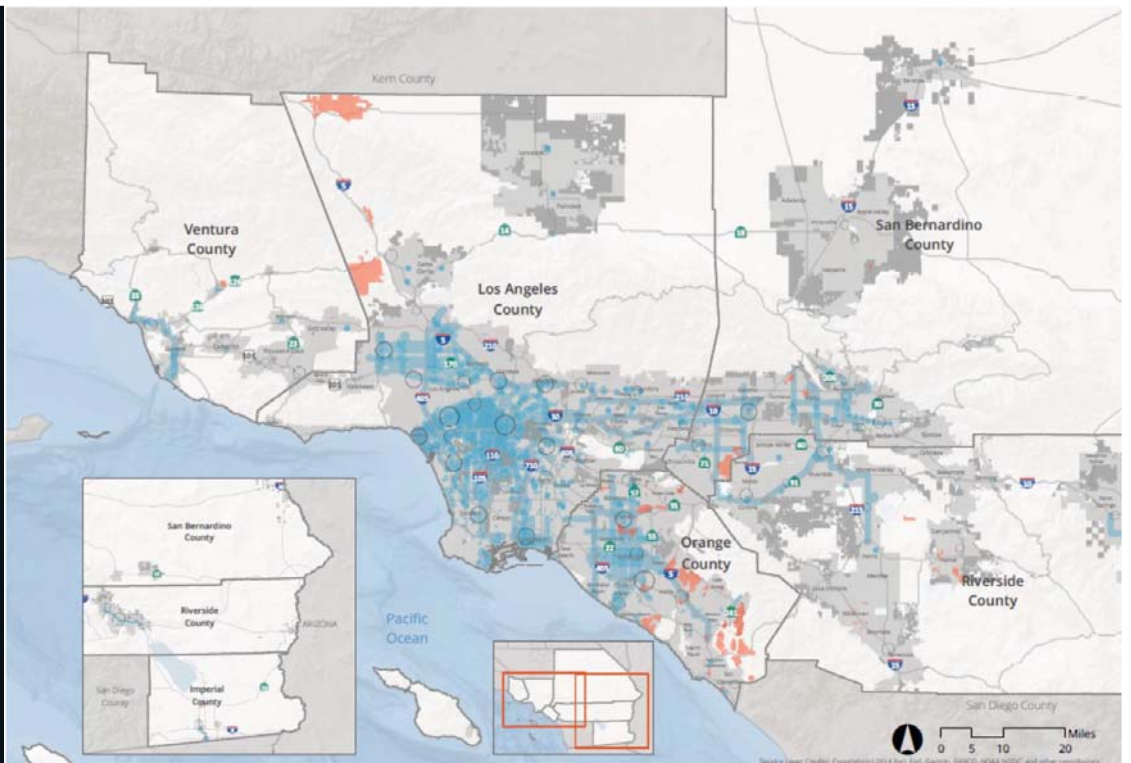
- Priority Growth Areas
- Constrained Areas

Note: SCAG utilized locally informed data elements to determine areas that ought to be precluded from growth (i.e. Absolute Growth Constraints - Tribal Lands, Military, Existing Open Space, Conserved Land, 2 ft Sea Level Rise, and Agriculture in Unincorporated Counties).

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, SCAG, 2019



# Draft Growth Vision



- Job Centers
- Priority Growth Areas
- Entitled Projects\*
- Incorporated Areas
- Sphere of Influence\*

\*Excludes absolute constrained areas

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019

## Draft Connect SoCal Plan's Growth Forecast Principles



1. Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
2. Connect SoCal's growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements.
3. For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR).

## Draft Connect SoCal Plan's Growth Forecast Principles



4. TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
5. SCAG will maintain communication with agencies that use SCAG's subjurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.



# Draft Connect SoCal Plan's Growth Vision Feedback Process



Population, Households, Employment



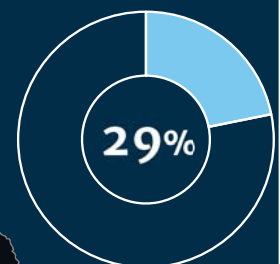
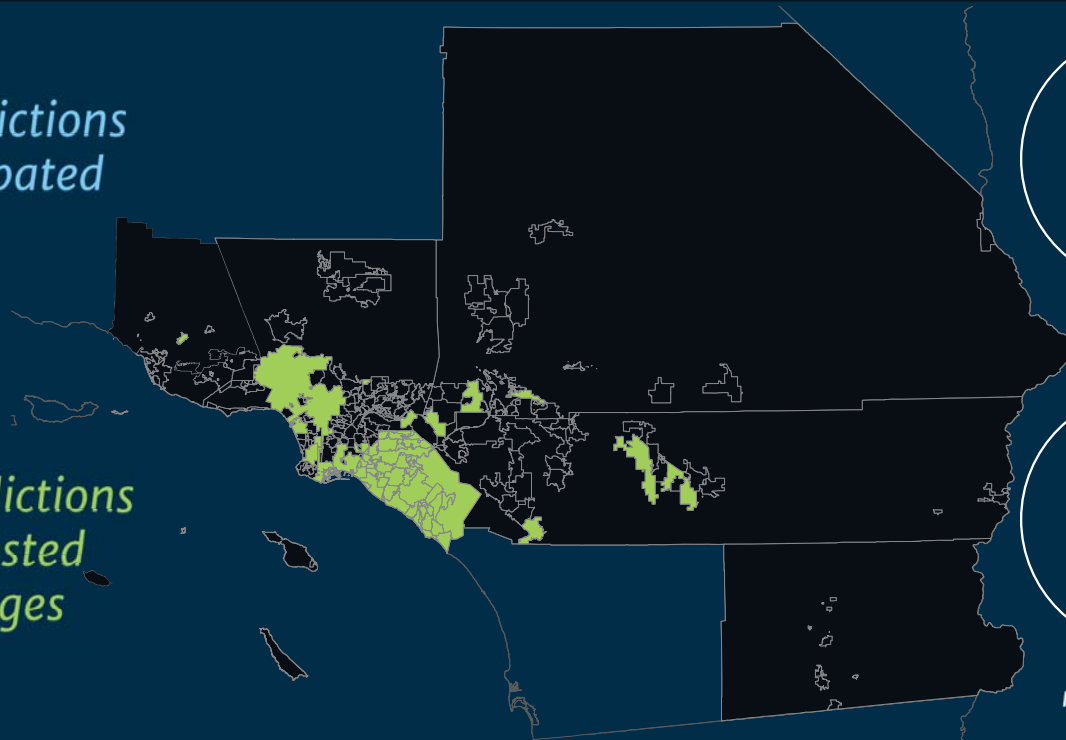
- Jurisdictions were given six weeks to review the Draft Connect SoCal plan's neighborhood level vision of growth for population, households, and employment from 2016 to 2045
- Requests for revisions to jurisdictional growth were not accepted
- Feedback was provided through SCAG's Scenario Planning Model Data Management Site
- Feedback on local growth would be accepted based on two criterion:
  - General Plan or Specific Plan Capacities
  - Entitled Projects or Existing Development Agreements

## Jurisdictions that Provided Feedback on the Draft Connect SoCal Plan's Growth Vision

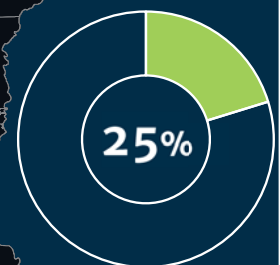


55 Jurisdictions Participated

50 Jurisdictions Requested Changes



Jurisdictions Participated



Jurisdictions Requesting Changes

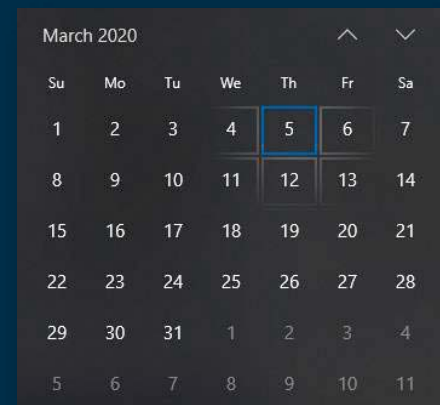
# Summary of Feedback on Draft Connect SoCal Plan's Growth Vision



County	Provided Feedback on Connect SoCal's Draft Growth Vision	Requested Changes to Connect SoCal's Draft Growth Vision (5 jurisdictions approved data)
Imperial	1	0
Los Angeles	9	7
Orange	35	35
Riverside	5	4
San Bernardino	3	3
Ventura	2	1
<b>Total:</b>	<b>55</b>	<b>50</b>

## Next Steps

- SCAG is reviewing feedback, collaborating with the Technical Working Group, and will give an update on the approach to finalize the Connect SoCal Growth Vision at the March meeting of the CEHD
- Emphasis will be put on working with the Draft Connect SoCal plan's Growth Vision and feedback from local jurisdictions to maximize the reduction in vehicle miles traveled (VMT) for the horizon years of Connect SoCal





Questions?

Thanks!

Kimberly Clark  
clark@scag.ca.gov  
(213) 236-1844  
[www.scag.ca.gov](http://www.scag.ca.gov)



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**AGENDA ITEM 21**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 -  
\$199,999 and Amendments \$5,000 - \$74,999

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**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>
Daily Journal Corporation	FY20 Pub Notices For Draft Con	\$29,204
Daily Journal Corporation	Pub Notices For Draft Connect SoCal	\$28,096
Pacific Office Interiors	FY20 Ventura Office Furniture Lease	\$27,168
Liebert Cassidy Whitmore	Legal Service	\$15,000
Ortega Consulting	Event Planning Services	\$10,000
LRS Program Delivery Inc.	Project Management Lead Workplan	\$10,000
Cprime Inc.	Agile Software Training	\$9,999
Softwareone Inc.	FY20 Adobe Renewal	\$6,808
Moo Inc.	FY20 Business Card Printing	\$5,699

**SCAG executed the following Contract more than \$25,000 but less than \$200,000**

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
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**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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



**SCAG executed the following Contract more than \$25,000 but less than \$200,000**

<b><u>Consultant/Contract #</u></b>	<b><u>Contract's Purpose</u></b>	<b><u>Contract Amount</u></b>
1. Steer Davies Gleave Inc. (19-058-C01)	The consultant shall provide technical assistance and coordination for the performance evaluation of the Future Communities Pilot Program (FCPP), a new SCAG grant program supporting eight projects in the Counties of Los Angeles, Orange, Riverside, and San Bernardino. The FCPP is a partnership between SCAG and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support city and county agencies in implementing SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy and the funding goals of Senate Bill 1 (SB1).	\$149,123
2. Iteris, Inc. (19-039-C01)	Consistent with the requirements of the Caltrans Regional Planning grant that funds this project, the consultant shall identify new or alternative freight routes to mitigate the impacts from freight traffic that generates GHG emissions, particulate matter and other criteria pollutants that disproportionately affect disadvantaged communities (DAC) adjacent to these corridors. The project shall help identify approaches to relieve much of the burden on DACs in Ventura County.	\$141,997
3. Regional Analysis & Planning Services, Inc. (20-009-C01)	Staff obtained assistance with reviewing the language changes to SCAG's various Policy and Procedures Manuals to make the changes required by the Caltrans Corrective Actions Plans; as well as to provide expert technical assistance and support to SCAG regarding its efforts to improve its Accounting, Budget & Grants and Procurement related functions, along with implementing best practices.	\$36,300

**SCAG executed the Amendment more than \$5,000 but less than \$75,000**

<b><u>Consultant/Contract #</u></b>	<b><u>Amendment's Purpose</u></b>	<b><u>Amendment Amount</u></b>
1. Capital Representation Group (15-002-C1)	This amendment increases the contract value from \$441,574 to \$516,574 (\$75,000) and extends the contract term from 9/29/19 to 3/31/20. Both the contract value increase and extension are necessary for the continuity of critical active legislative initiatives.	\$75,000
2. Cambridge Systematics, Inc. (19-007-C01)	This consultant shall provide the additional Hosting, Maintenance, and Support (HMS) for the transit asset management (TAM) database.	\$49,492
3. WSP USA, Inc. (19-018-C01)	The consultant shall enhance certain components of the SCAG Travel Activity-Based Travel Demand Model (Model) functionalities, including, but not limited to the following items: <ul style="list-style-type: none"> <li>- Analysis of parking cost strategy,</li> <li>- Mode choice model enhancement,</li> <li>- Cordon pricing analysis, and</li> <li>- Induced demand</li> </ul> These additions will increase the analytical capability of the Model.	\$44,306
4. Fehr & Peers (19-018-C02)	The consultant shall provide further enhancements to the functionality of the Activity Based Travel Demand Model, specifically its automatic archiving function.	\$14,273
5. Urban Design 4 Health (18-027A-C01)	The consultant shall provide additional analysis related to Task 2.2, Update Base-Year Health Survey Data.	\$13,114



**SCAG executed the Amendment more than \$5,000 but less than \$75,000**

<b><u>Consultant/Contract #</u></b>	<b><u>Amendment's Purpose</u></b>	<b><u>Amendment Amount</u></b>
6. The Meltwater Group (17-004-C1)	The purpose of this Amendment is to extend the contract term to a new expiration date to ensure uninterrupted media monitoring coverage during a critical time in the RTP/SCS cycle while staff conducts a new procurement for media monitoring services.	\$7,304
7. Best Best & Krieger (20-002-C01)	The consultant shall provide SCAG as-needed legal services. Specifically, SCAG has an increased need for contract review services to augment the work currently being done by the Deputy Legal Counsel and to address a current need in the Finance Department for legal review services of draft contracts and Memorandums of Understanding (MOUs) and other agency agreements.	\$48,490

**ATTACHMENT(S):**

1. Contract Summary 19-058-C01
2. Contract Summary 19-039-C01
3. Contract Summary 20-009-C01
4. Contract Summary 15-002-SS1 Amendment 6
5. Contract Summary 19-007-C01 Amendment 1
6. Contract Summary 19-018-C01 Amendment 1
7. Contract Summary 19-018-C02 Amendment 1
8. Contract Summary 18-027A-C01 Amendment 1
9. Contract Summary 17-004-C1 Amendment 3
10. Contract Summary 20-002-C01 Amendment 2

## CONSULTANT CONTRACT 19-058-C01

<b>Recommended Consultant:</b>	Steer Davies Gleave Inc.						
<b>Background &amp; Scope of Work:</b>	The consultant shall provide technical assistance and coordination for the performance evaluation of the Future Communities Pilot Program (FCPP), a new SCAG grant program supporting eight projects in the Counties of Los Angeles, Orange, Riverside, and San Bernardino. The FCPP is a partnership between SCAG and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support city and county agencies in implementing SCAG’s 2016 Regional Transportation Plan/Sustainable Communities Strategy and the funding goals of Senate Bill 1 (SB1). These innovative pilot projects will help reduce vehicle miles travelled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics.						
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Reducing VMT from local travel and municipal operations to improve air quality;</li><li>• Improving the efficiency and reducing costs of county and municipal services;</li><li>• Testing innovative approaches in a variety of contexts (large, small, urban, rural communities) for reducing VMT through the application of new technologies and data analytics; and</li><li>• Identifying and quantifying the relative impact of strategies to promote replication of best practices and policy development, facilitating wide-scale adoption of the most promising strategies.</li></ul>						
<b>Strategic Plan:</b>	<p>This item supports multiple goals found within SCAG’s Strategic Plan:</p> <ol style="list-style-type: none"><li>1. Produce innovative solutions that improve the quality of life for Southern Californians.</li><li>2. Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.</li><li>3. Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.</li></ol> <p>Additionally, this item supports SCAG’s Future Communities Initiative, a three-year work program for implementing the policy direction from SCAG’s Open Data/Big Data – Smart and Connected SCAG Region Committee.</p>						
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"><tr><td style="width: 60%;"><b>Total not to exceed</b></td><td style="text-align: right;"><b>\$149,123</b></td></tr><tr><td>Steer Davies Gleave Inc. (prime consultant)</td><td style="text-align: right;">\$146,462</td></tr><tr><td>Entech Consulting Group (subconsultant)</td><td style="text-align: right;">\$2,661</td></tr></table> <p>Note: Steer Davies Gleave Inc. originally proposed \$158,969, but staff negotiated the price down to \$149,123 without reducing the scope of work.</p>	<b>Total not to exceed</b>	<b>\$149,123</b>	Steer Davies Gleave Inc. (prime consultant)	\$146,462	Entech Consulting Group (subconsultant)	\$2,661
<b>Total not to exceed</b>	<b>\$149,123</b>						
Steer Davies Gleave Inc. (prime consultant)	\$146,462						
Entech Consulting Group (subconsultant)	\$2,661						
<b>Contract Period:</b>	November 19, 2019 through April 30, 2021						
<b>Project Number(s):</b>	280-4824U3.01 \$35,412 (FY18 SB1) 280-4824E.01 \$4,588 (TDA)						

280-4824U5.02 \$30,985 (FY19 SB1)  
280-4824E.02 \$4,015 (TDA)

Funding source(s): Senate Bill 1 (SB1 Formula Funds) and Federal Transit Administration (FTA) Transportation Development Act (TDA).

Funding of \$75,000 is available in the FY 2019-20 budget, and the remaining \$74,123 is expected to be available in the FY 2020-21 budget in Project Number 20-280.4824.02, subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 1,822 firms of the release of RFP 19-058 via SCAG’s Solicitation Management System website. A total of 52 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

<b>Steer Davies Gleave (1 subconsultant)</b>	<b>\$158,969</b>
ZelDesign (no subconsultants)	\$172,480

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Marisa Laderach, Associate Regional Planner(Project Manager), SCAG  
Philip Law, Manager of Transit/Rail, SCAG  
Charles Lau, Associate Transportation Planner, Caltrans District 7

**Basis for Selection:**

The PRC recommended Steer for the contract award because the consultant:

- Provided the best technical approach, for example, by integrating innovative solutions and creative additions that were not originally included in the requested scope of work, but will add tremendous value and help with the success of the project;
- Provided the best overall value for the level of effort proposed; and
- Proposed the lowest price.

## CONSULTANT CONTRACT 19-039-C01

**Recommended Consultant:**

Iteris, Inc.

**Background & Scope of Work:**

Ventura County Transportation Commission and the Port of Hueneme have partnered to develop the Ventura County Freight Corridor Study to identify and prioritize the most significant freight corridors in the County with the objective of mitigating impacts associated with freight traffic, greenhouse gas (GHG) emissions, and air quality by planning for a safer, more efficient, sustainable freight connection beyond US 101, and between US 101 and the regional highways (SR 126 and SR 118).

Consistent with the requirements of the Caltrans Regional Planning grant that funds this project, the consultant shall identify new or alternative freight routes to mitigate the impacts from freight traffic that generates GHG emissions, particulate matter and other criteria pollutants that disproportionately affect disadvantaged communities (DAC) adjacent to these corridors. The project shall help identify approaches to relieve much of the burden on DACs in Ventura County.

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

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

- Identifying the primary freight connections beyond US 101 and between the regional highways (e.g. SRs 118 and 126), including primary and arterial roadways as well as, connections outside the County;
- Improving freight efficiency and increasing the competitiveness of California's freight system by aligning with the California Sustainable Freight Action Plan;
- Improving the safety and efficiency of freight movement throughout Ventura County and the SCAG region for transporters, the community, and the environment; and
- A Freight Corridor Study Report.

**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:**

<b>Total not to exceed</b>	<b>\$141,997</b>
Iteris, Inc. (prime consultant)	\$106,929
Wiltec (subconsultant)	\$25,000
Celtis Ventures, Inc. (subconsultant)	\$10,068

Note: Iteris originally proposed \$156,842, but staff negotiated the price down to \$141,997 without reducing the scope of work.

**Contract Period:**

October 10, 2019 through December 31, 2020

**Project Number(s):**

145-4847H1.

145-4847Q8.01

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA) State Planning and Research, Ventura County Transportation Commission and Port of Hueneme Cash Match.

Funding of \$53,000 is available in the FY 2019-20 budget, and the remaining \$88,997 is expected to be available in the FY 2020-21 budget in Project Number 145-4847.01, subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 1,909 firms of the release of RFP 19-039 via SCAG’s Solicitation Management System website. A total of 40 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

<b>Iteris, Inc. (2 subconsultants)</b>	<b>\$156,842</b>
Fehr & Peers (2 subconsultants)	\$124,976
CPCS Transcom, Inc. (3 subconsultants)	\$316,288
Cambridge Systematics (1 subconsultant)	\$376,588
Dewberry Engineers, Inc. (1 subconsultant)	\$541,139

**Selection Process:**

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

The PRC consisted of the following individuals:

- Mike Jones, Senior Transportation Planner, SCAG
- Caitlin Brooks, Program Manager, Ventura County Transportation Commission
- Andrew Kent, Planning Analyst, Ventura County Transportation Commission
- Cam Spencer, Public and Government Relations Manager, The Port of Hueneme
- Dan Kopulsky, Chief, Office of Multimodal System Planning, Caltrans District 7

**Basis for Selection:**

- The PRC recommended Iteris, Inc. for the contract award because the consultant:
- Demonstrated the best understanding of the context of project, specifically demonstrating more extensive and relevant experience with similar projects. As an example, in both written proposals and interviews, the consultant demonstrated an awareness and understanding of issues that demanded consideration in the approach to completing the scope of work including land-use challenges (e.g., urban versus agriculture), infrastructure characteristics, and a lack of revenue streams in the form of local transportation sales tax measures. Consultant also showed the best understanding of the need to include organizations with priorities that sometimes conflict with freight transportation issues as primary stakeholders through the project outreach process; and
  - Provided the best technical approach through a clear articulation of proposed data collection strategies, analysis methodologies, and modeling experience specifically, with regard to the use of the Ventura County Transportation Commission travel model. The consultant also identified the necessity to link the technical outcomes of the study to Caltrans and U.S. DOT/FHWA performance measures (e.g., National Performance Management Research Data. The consultant also proposed leveraging other ongoing and similar projects in Ventura County to share cost burdens and provide access to greater amounts of data and analysis. Only one other vendor proposed a similar



approach, though more linked to work being done at the state level versus local efforts.

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

- Provided a significantly lower degree of outlined specificity for technical work;
- Offered a lower level of responsiveness and ability to deliver anticipated scope outcomes compared to the selected firm; and

Identified fewer hours for staffing which raised some concern that the amount of resources might prove inadequate for the needs of the project.

## CONSULTANT CONTRACT 20-009-C01

<b>Recommended Consultant:</b>	Regional Analysis & Planning Services, Inc.	
<b>Background &amp; Scope of Work:</b>	Staff obtained assistance with reviewing the language changes to SCAG’s various Policy and Procedures Manual to make the changes required by the Caltrans Corrective Actions Plans; as well as to provide expert technical assistance and support to SCAG regarding its efforts to improve its Accounting, Budget & Grants and Procurement related functions, along with implementing best practices. Accordingly, staff engaged the consultant because the principals of the firm were former heads of Caltrans Audits and Investigations.	
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• Quality response that address the concerns raised in the Caltrans audits, and</li><li>• Mitigating impacts of findings and disallowed costs.</li></ul>	
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.	
<b>Contract Amount:</b>	<b>Total not to exceed</b> Regional Analysis & Planning Services, Inc. (prime consultant)	<b>\$36,300</b>
<b>Contract Period:</b>	October 2, 2019 through June 30, 2020	
<b>Project Number(s):</b>	800-0160.04 \$36,300 Funding source: General Fund	
<b>Request for Proposal (RFP):</b>	N/A - Sole Source	
<b>Selection Process:</b>	The subject contract award is in accordance with the Regional Council Policy Manual, Article VIII, Section 1.2 (updated September 2009, pg. 26), and the SCAG Procurement Manual (sections 3.3. and 3.4) which authorizes the Executive Director or his designee (the Chief Financial Officer) to approve a consultant contract without competition, if the contract is less than \$200,000 and paid for from the General Fund.	
<b>Basis for Selection:</b>	As previously stated, staff had a need to obtain assistance with reviewing the language changes to SCAG’s various Policy and Procedures Manual to make the changes required by the Caltrans Corrective Actions Plans, as well as to provide expert technical assistance and support to SCAG regarding its efforts to improve its Accounting, Budget & Grants and Procurement-related functions. Staff engaged the consultant because the principals of the firm are industry leading experts, having been former heads of Caltrans Audits and Investigations. The principal and their staff provide SCAG invaluable access to a wealth of information that enable SCAG to ensure its policies and procedures current with federal and state guidelines and help implement best practices.	

**CONTRACT 15-002-SS1 AMENDMENT 6**

**Consultant:** Capital Representation Group

**Background & Scope of Work:** In September 2014, SCAG awarded Contract 15-002-C1 to Capital Representation Group to provide legislative advocacy services in Sacramento, California. This amendment increases the contract value from \$441,574 to \$516,574 (\$75,000) and extends the contract term from 9/29/19 to 3/31/20. Both the contract value increase and extension are necessary for the continuity of critical active legislative initiatives.

**Project’s Benefits & Key Deliverables:** Among other things, the Consultant shall actively monitor Sacramento legislation of interest to SCAG including committee hearings, serve as SCAG’s representative at Transportation, Appropriations, Budget Committees or any other legislative committees and, actively advocate SCAG’s positions as directed. Consultant shall also monitor and report on legislation of interest to SCAG as well as monitor the project/programming/allocation discussions and actions of state government, specifically the California Transportation Commission, Caltrans, Air Resources Board, and the Strategic Growth Council.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with state, federal and private partners; Objective 2: Identify and Support Legislative Initiatives.

**Amendment Amount:**

Amendment 6	\$75,000
Amendment 5 (administrative - no increase in contract value)	
Amendment 4 (administrative - no increase in contract value)	
Amendment 3 (administrative - no increase in contract value)	
Amendment 2 (administrative - no increase in contract value)	
Amendment 1 (administrative - no increase in contract value)	
Original contract value	<u>\$441,574</u>
<b>Total contract value is not to exceed</b>	<b>\$516,574</b>

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council’s approval.

**Contract Period:** September 29, 2014 through March 31, 2020

**Project Number:** 800-0160.02 \$75,000.00  
Funding sources: General Fund

**Basis for the Amendment:** This extension is necessary as SCAG is currently working on a particularly important legislative initiative, namely the securing of housing production and planning grant funds from the state budget. While these funds appear to have been secured during this year’s budgetary process, our next steps will include educating and informing the state legislature on how these funds are being used and how those uses support the program’s stated goals to increase housing production. In addition, SCAG is also engaged in advocacy to oppose legislative

efforts that could negatively impact the projects contained within our 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and 2020 Connect SoCal documents. Securing and justifying first-ever housing and production grant funds, and protecting transportation projects within our regional plans are highly complex and delicate assignments. The advocacy to accomplish these ends is benefited by the consistency of the working relationships that we have with members of the legislature.

Staff will begin re-solicitation for the State Lobbyist services by January 2020.

## CONTRACT 19-007-C01 AMENDMENT 1

<b>Consultant:</b>	Cambridge Systematics, Inc.						
<b>Background &amp; Scope of Work:</b>	<p>In December 2018, SCAG awarded Contract 19-007-C01 to Cambridge Systematics, Inc. to provide SCAG assistance in setting federally required regional transit asset management targets. SCAG has federally mandated responsibilities for coordination, target setting and progress reporting as part of its metropolitan transportation planning and programming activities, for a number of federally established performance measures including, but not limited to, transit asset management (TAM). The consultant is assisting SCAG with developing regional TAM performance measures and targets for inclusion in Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy. This project will also help establish a process for ongoing target setting and evaluation, performance monitoring, and progress reporting for future plans and programs.</p> <p>This amendment is necessary to cover Hosting, Maintenance, and Support (HMS) for the TAM database for the period January 1, 2020 through the end of the contract period, June 30, 2020.</p> <p>This amendment also increases the contract value from \$307,047 to \$356,539 (\$49,492).</p>						
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• A comprehensive inventory of the region's transit assets;</li><li>• An understanding of TAM needs that will support Connect SoCal;</li><li>• Consensus among the region's transit providers on a regional target setting methodology; and</li><li>• TAM targets for inclusion in Connect SoCal.</li></ul>						
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.						
<b>Amendment Amount:</b>	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Amendment 1</td><td style="text-align: right;">\$49,492</td></tr><tr><td>Original contract value</td><td style="text-align: right;"><u>\$307,047</u></td></tr><tr><td>Total contract value is not to exceed</td><td style="text-align: right;">\$356,539</td></tr></table> <p>This amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council's approval.</p>	Amendment 1	\$49,492	Original contract value	<u>\$307,047</u>	Total contract value is not to exceed	\$356,539
Amendment 1	\$49,492						
Original contract value	<u>\$307,047</u>						
Total contract value is not to exceed	\$356,539						
<b>Contract Period:</b>	April 4, 2019 through June 30, 2020						
<b>Project Number:</b>	140-0121B.08 \$49,492						
	Funding sources: Federal Transit Administration (FTA) and Transportation Development Act (TDA)						
<b>Basis for the Amendment:</b>	This contract value increase supports the continued hosting, maintenance and technical support for the TAM database and reporting tool for the period January						

1, 2020 through the contract end of June 30, 2020. SCAG seeks to continue supporting the web-based tool in response to expressions of interest among transit operators in the region to use the tool for ongoing transit asset management and reporting requirements. It should be noted that this is an excellent opportunity for SCAG to provide a valuable resource and service to transit providers in our region.

## CONSULTANT CONTRACT 19-018-C01 AMENDMENT 1

**Recommended Consultant:**

WSP USA, Inc.

**Background & Scope of Work:**

In March 2019, SCAG awarded contracts 19-018-C01 and 19-08-C02 to WSP USA Inc. and Fehr and Peers respectively, to enhance SCAG’s Activity-Based Travel Demand Model (Model). Staff use the Model to analyze SCAG’s various plans, programs and projects; including assessing the impact that various transportation and land use policies have on the 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS – also known as Connect SoCal). Staff awarded contract 19-018-C01 to make the Model data more comprehensive for use in the RTP/SCS, and awarded contract 19-018-C02 to improve the Model’s efficiency (make it easier for staff to use).

This amendment (to contract 19-018-C01) is to enhance certain Model components and analytical functionalities, including, but not limited to, the following items:

- Analysis of parking cost strategy;
- Mode choice Model enhancement;
- Cordon pricing analysis; and
- Induced demand.

This amendment also increases the contract value from \$149,367 to \$193,673 (\$44,306) and extends the contract term from 3/31/20 to 6/30/20.

Staff prepared a separate Information Item for the February 6, 2020 Executive Administration / Regional Council Agenda regarding the amendment to contract 19-018-C02.

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

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

- Providing a comprehensive Model that is capable of analyzing various transportation improvements and policies in support of the 2020 Connect SoCal and other major plans and projects;
- Providing SCAG staff technical assistance, as well as providing programming support on Model output analysis; and
- Delivering Model software and Model documentation.

**Strategic Plan:**

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: a) Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

**Amendment Amount:**

Amendment 1	\$44,306
Original contract value	<u>\$149,367</u>
<b>Total contract value is not to exceed</b>	<b>\$193,673</b>

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council’s approval.

**Contract Period:** March 19, 2019 through June 30, 2020

**Project Number(s):** 070-130B.10 \$44,306

Funding sources: Federal Transit Administration (FTA) Transportation Development Act (TDA)

Funding of \$94,745 was available in the FY 2018-19 budget, and the remaining \$98,928 is expected to be available in the FY 2019-20 budget in Project Number 070-0130B.10, subject to budget availability.

**Basis for the Amendment:**

Staff's recent review of the Model found that a more comprehensive update of the Model would be required than what was envisioned in the original scope of work. To enhance the Model's capability to fully support the analysis for the 2020 RTP/SCS and to improve the accuracy of the Model's forecasting capabilities, SCAG modeling staff requires the consultant to perform following (2) two tasks:

1. Perform enhancement of Model components for forecast years - The consultant shall enhance 1) Parking cost strategy for job centers, 2) Detailed calibration and validation for transit rail modes by line, 3) Mode choice Model enhancement, and 4) freeway network capacity and volume delay function analysis.
2. Improve the Model's analytical functionalities for 1) cordon pricing strategy, 2) parking cost, and 3) induced demand.

Without these enhancements SCAG's Model will not provide as reliable an analysis to the 2020 RTP/SCS.



**CONTRACT 19-018-C02 AMENDMENT 1**

**Consultant:** Fehr & Peers

**Background & Scope of Work:** In March 2019, SCAG awarded contracts 19-018-C01 and 19-08-C02 to WSP USA Inc. and Fehr and Peers respectively, to enhance SCAG’s Activity-Based Travel Demand Model (Model). Staff use the Model to analyze SCAG’s various plans, programs and projects; including assessing the impact that various transportation and land use policies have on the 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS – also known as Connect SoCal). Staff awarded contract 19-018-C01 to make the Model data more comprehensive for use in the RTP/SCS, and awarded contract 19-018-C02 to improve the Model’s efficiency (make it easier for staff to use).

This amendment (to contract 19-018-C02) will enable the consultant to create two tools related to the Model’s automatic archiving function: 1) Model operation management tool; and 2) Model output analysis and reporting tool. Both tools will make the Model easier for staff to use.

This amendment also increases the contract value from \$49,581 to \$63,854 (\$14,273) and extends the contract term from 3/30/20 to 6/30/20.

Staff prepared a separate Information Item for the February 6, 2020 Executive Administration / Regional Council Agenda regarding the amendment to contract 19-018-C01.

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

- Providing a comprehensive Model that is capable of analyzing various transportation improvements and policies in support of the 2020 Regional Transportation Plan / Sustainability Communities Plan (RTP/SCS also known as Connect SoCal) and other major plans and projects;
- Providing transportation Model software that can streamline Model operations and minimize Model running time;
- Providing SCAG staff technical assistance, as well as providing programming support on Model output analysis; and
- Delivering Model software and Model documentation.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: a) Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

<b>Amendment</b>	Amendment 1	\$14,273
<b>Amount:</b>	Original contract value	<u>\$49,581</u>
	<b>Total contract value is not to exceed</b>	<b>\$63,854</b>

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council’s approval.

**Contract Period:** March 31, 2019 through June, 30, 2020

**Project Number:** 070-0130B.10 \$14,273  
Funding sources: Federal Transit Administration (FTA) and Transportation Development Act (TDA)

Funding of \$14,625 was available in the FY 2018-19 budget, and the remaining \$49,229 is expected to be available in the FY 2019-20 budget in Project Number 070-0130B.10, subject to budget availability.

**Basis for the Amendment:** SCAG is using a new Model for 2020 RTP/SCS and it generates more complicated outputs than the previous Model. SCAG's 2020 RTP/SCS also requires more planning scenarios to be tested with Model runs. Due to these changes the data management work is much more intensive than before. The added automatic archiving function will make the Model operation management tool more efficient (easier for staff to use). The added functionality in the Model output analysis and reporting tool will give the tool the flexibility to handle the newly requested measurements from planning departments to support finalizing the 2020 RTP/SCS.

## CONTRACT 18-027A-C01 AMENDMENT 1

**Consultant:** Urban Design 4 Health

**Background & Scope of Work:** In March 2019, SCAG awarded Contract 18-027A-C01 to Urban Design 4 Health to provide updates to improve, streamline, and expand the capabilities of the California Public Health Assessment (C-PHAM) Model. Staff us this Model to calculate reductions in chronic diseases resulting from the implementation of land use and transportation changes, and this data is used in Regional Transpiration Plan / Sustainable Community Strategy (RTP/SCS - also known as Connect SoCal) cycles.

This amendment also increases the contract value from 149,995 to 163,109 (\$13,114).

This increase is due to the need to add hours for more data processing and analysis for the final analysis in Task 2.2, Update Base-Year Health Survey Data.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to, providing SCAG with the ability to integrate health into its transportation and land use planning efforts by updating the C-PHAM and to employ it in the development and analysis of Connect SoCal development. The primary deliverables include:

- An enhanced C-PHAM (v 2) using the most current data available calibrated to SCAG region;
- A refined demographic control method in comparing future scenarios; and
- An assistance with the interpretation and communication of model outputs.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective A: Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

**Amendment Amount:**

Amendment 1	\$13,114
Original contract value	<u>\$149,995</u>
<b>Total contract value is not to exceed</b>	<b>\$163,109</b>

This amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council's approval.

**Contract Period:** March 20, 2019 through January 31, 2020

**Project Number:** 070-2665B.01 \$134,295  
070-2665E.01 \$28,814

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

Funding of \$100,000 was available in the FY 2018-19 budget, and the remaining \$63,109 is available in the FY 2019-20 budget in Project Numbers 070-2665B.01.

**Basis for the Amendment:** Reduced survey samples and new modeling geography were expected based on the requirements of the scope of work. However, as the consultant performed the

model estimation and fitting, associated challenges were more than anticipated and required more hours from spatial analysts than from statistical analysts. Therefore, an amendment to add more hours while shifting hours between the two types of analysts was needed to present more exact, refined results needed for the final deliverables of this project.

## **CONTRACT 17-004-C1 AMENDMENT 03**

**Consultant:** The Meltwater Group

**Background & Scope of Work:** In October 2016, SCAG awarded Contract 17-004-C1 to The Meltwater Group to provide a web-based media monitoring software system to the Southern California Association of Governments (SCAG). Specifically the consultant provided a robust and up-to-date database of journalists and content creators for strategic engagement; capacity to track all relevant news coverage; and a platform to distribute press releases to journalists and provide research and analysis on the effectiveness of engagements.

This amendment increases the contract value from \$65,437 to \$72,741 (\$7,304) and extends the contract term from 9/1/19 to 1/1/20.

This increase is to ensure uninterrupted media monitoring coverage during a critical time in the Regional Transportation Plan / Sustainability Community Strategy (RTP/SCS – also known as Connect so Cal), while staff conducts a new procurement for media monitoring services.

**Project's Benefits & Key Deliverables:** The service's benefits and key deliverables include, but are not limited to:

- News monitoring from U.S.-based print, web and broadcast outlets tracks all items published and aired about SCAG as well as key topics and individuals;
- A searchable and regularly updated database of journalists and media outlets in the United States and the SCAG region in particular;
- The ability to distribute press releases to a comprehensive list of media contacts;
- An analytical reporting feature that can track engagement, such as who inquires, who airs/writes stories, who opened SCAG news releases, and links to coverage to individual media campaigns to help determine the effectiveness of a news release; and
- Media engagement yields promotional and educational value to the agency and its member jurisdictions.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Develop External Communications and Media Strategy to Promote Partnerships, Build Consensus, and Foster Inclusiveness in the Decision Making Process

<b>Amendment Amount:</b>	Amendment 3	\$7,304
	Amendment 2	\$3,652
	Amendment 1 (Term extension, no change to contract's value)	\$0
	Original contract value	<u>\$61,785</u>
	<b>Total contract value is not to exceed</b>	<b>\$72,741</b>

This amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council's approval.

**Contract Period:** September 1, 2019 through January 1, 2020

**Project Number:** 090-0148B.01 \$7,304.00  
Funding sources: Consolidated Planning Grant – Federal Transit Administration (FTA) and Toll Credits

**Basis for the Amendment:** Purpose of this Amendment is to extend the contract term to new expiration date to ensure uninterrupted media monitoring coverage during a critical time in the RTP/SCS cycle while staff conducts a new procurement for media monitoring services.

## CONTRACT 20-002-C01 AMENDMENT 2

**Consultant:** Best Best & Krieger

**Background & Scope of Work:**

In October 2019, SCAG awarded Contract 20-002-C01 to Best Best & Krieger to provide legal support to the Regional Council and provide as-needed legal support to the agency as specified in Task 1. Task 2 provides for litigation support for SCAG. Legal services include, but are not limited to: advising and consulting with the SCAG’s Regional Council and its committees on legal matters; attending Metropolitan Planning Organization (MPO) Executive Director’s meetings with other MPO legal counsels; attending meetings and pursuing specific assignments as directed by SCAG’s Executive Director; collaborating, as needed, on items of Regional Council interest; and reviewing, as necessary, the SCAG Bylaws and Regional Council policies for future opportunities to improve clarity and understanding.

The Board Counsel serves as the primary counsel to SCAG’s main governing board, the Regional Council. Members of SCAG’s internal Legal Department, including the Chief Counsel/Director of Legal Services, and serves as the primary counsel to SCAG staff. The Board Counsel and members of SCAG’s internal Legal Department work together to provide legal services to the agency.

This amendment increases the contract value from \$495,480 to \$543,970 (\$48,490).

This increase in contract value is needed to fund Task 1 of the Contract to allow Consultant to provide SCAG with as-needed legal services. Specifically, SCAG has an increased need for contract review services to augment the work currently being done by the Deputy Legal Counsel and to address a current need in the Finance Department for legal review services of draft contracts and Memorandums of Understanding (MOUs) and other agency agreements.

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

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

- Legal Counsel Services to the Regional Council on a flat fee monthly basis.
- As Needed Legal Services on an hourly fee basis.

**Strategic Plan:**

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

**Amendment Amount:**

Amendment 2	\$48,490
Amendment 1 (administrative – no change to contract value)	\$0
Original contract value	<u>\$495,480</u>
<b>Total contract value is not to exceed</b>	<b>\$543,970</b>

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/04/19) Section 9.3, it does not require the Regional Council’s approval.

**Contract Period:** October 23, 2019 through June 30, 2022

**Project Number:** 800-0160.01 \$48,490  
800-0160.01 \$120,00

Funding source: General Fund

Funding of \$168,490 is available in the FY 2019-20 budget, and the remaining \$375,480 is expected to be available and spread out over four (4) fiscal years in project number 800-0160.01, subject to availability.

**Basis for the Amendment:**

This amendment is needed to address an immediate need for contract, MOU and other agreement legal review services in the SCAG Finance Department. A failure to amend this agreement will cause a delay in the finalization of the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS – also known as Connect SoCal) and contract processing time to significantly increase, making it difficult for the agency to conduct business and meet deadlines in an efficient manner. The need is especially critical given the timing of the 2020 RTP SCS plan and this current cycle of the Regional Housing Needs Assessment (RHNA).





**AGENDA ITEM 22**  
**REPORT**

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**February 6, 2020**

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

**From:** Basil Panas, Chief Financial Officer, Finance, 213-236-1817,  
panas@scag.ca.gov

**Subject:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**AUDITS:**

**Caltrans**

In December 2019, SCAG transmitted all outstanding required information and responses to Caltrans regarding the action items in the Caltrans letter of October 8, 2019, to SCAG. Caltrans is evaluating SCAG's Plan of Cost Substitution, and if it is approved, SCAG will not be required to repay \$4,401,565 of disallowed costs.

**Annual Audit**

SCAG's issued its FY19 Comprehensive Annual Financial Report in December and this item is on today's Regional Council (RC) agenda. SCAG's outside independent auditors, Eide Bailly LLP, presented their FY19 audit report to the Audit Committee on January 29, 2020. There were no audit findings and a representative from Eide Bailly will be at the RC meeting to answer questions.

**MEMBERSHIP DUES:**

99.95% of the FY20 dues assessment was collected as of January 22, 2020. Two cities have yet to pay their dues and two cities are being recruited for membership.

**BUDGET & GRANTS (B&G):**

Staff began development of the Fiscal Year (FY) 2020-21 Comprehensive Budget and Overall Work Program (OWP). A draft budget will be presented to the EAC and RC in March.

Staff also began preparation of the FY 2019-20 2<sup>nd</sup> Quarter OWP Progress Report. This mid-year progress report for OWP projects is due to Caltrans on January 30, 2020.

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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



**CONTRACTS:**

In December 2019, the Contracts Department issued two (2) Request for Proposal, awarded four (4) contracts; issued twelve (12) contract amendments; and processed 40 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 118 consultant contracts. Contracts staff continued to negotiate better pricing and reduced costs for services. Thus far in fiscal year 2020 the Contracts Department contract staff has negotiated \$8,636 in budget savings.

**ATTACHMENT(S):**

1. 020620 CFO Charts



# Office of the Chief Financial Officer

## Monthly Status Report

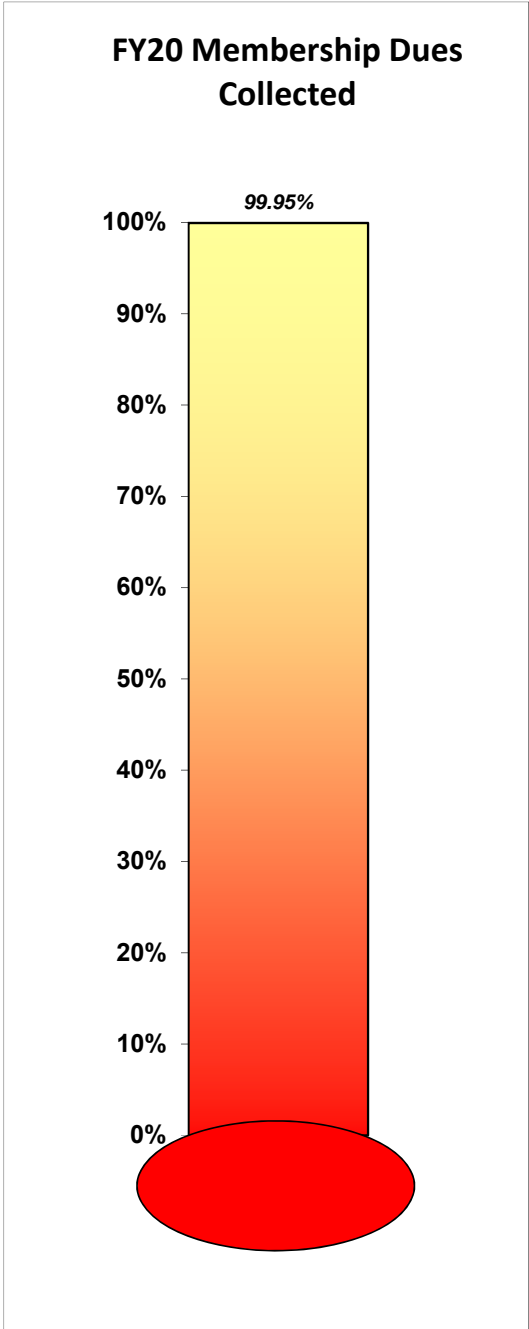
**NOVEMBER 2019**

**OVERVIEW**

As of January 22, 2020, 187 cities and 6 counties had paid their FY20 dues. This represents 99.95% of the dues assessment. Two cities had yet to pay their dues. Two cities are being recruited for membership.

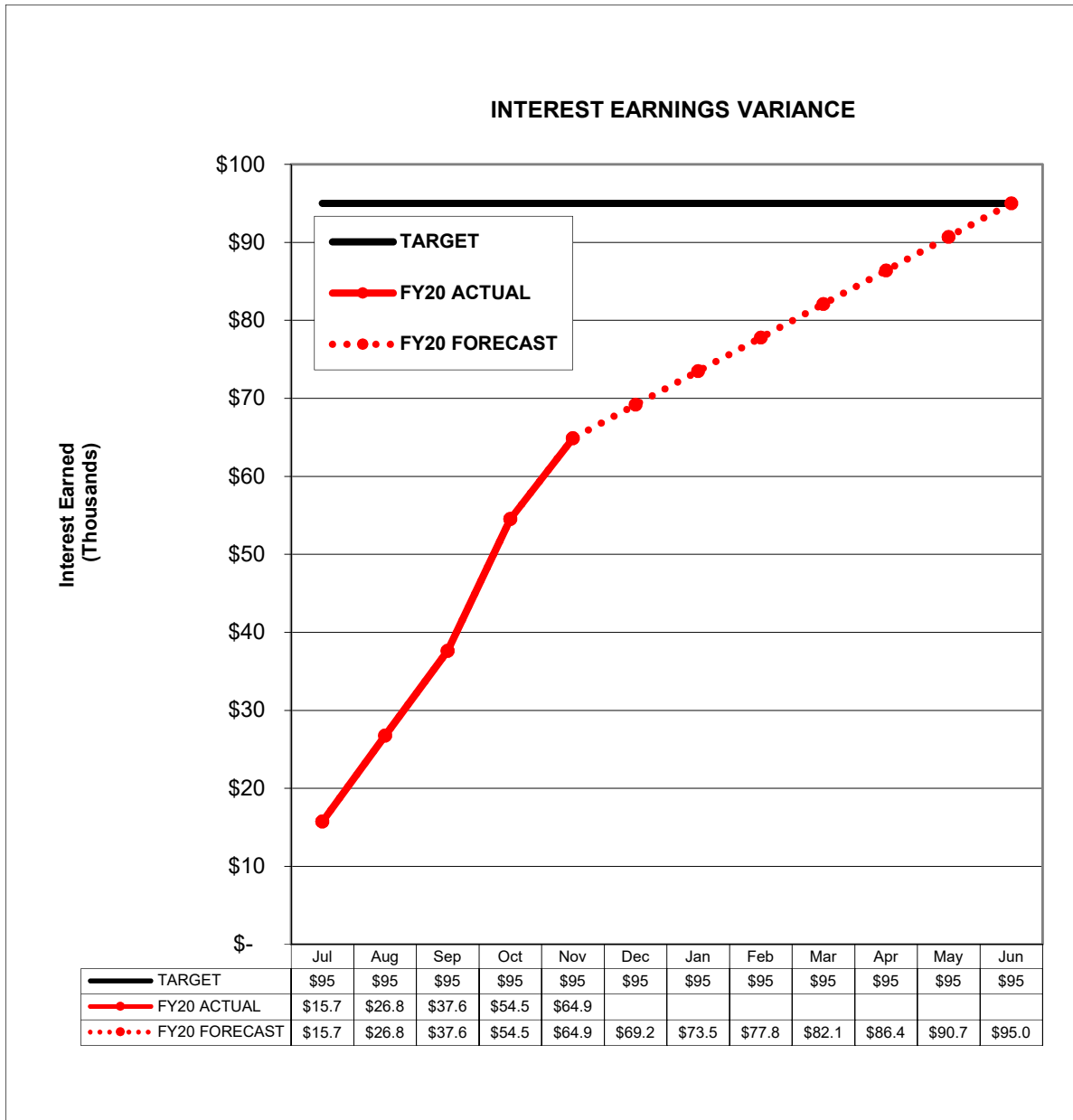
**SUMMARY**

FY20 Membership Dues	<u>\$ 2,113,909</u>
Total Collected	<u>\$ 2,112,850</u>
Percentage Collected	<u>99.95%</u>





**Office of the CFO**  
Interest Earnings Variance



Attachment: 020620 CFO Charts (CFO Monthly Report)

**OVERVIEW**

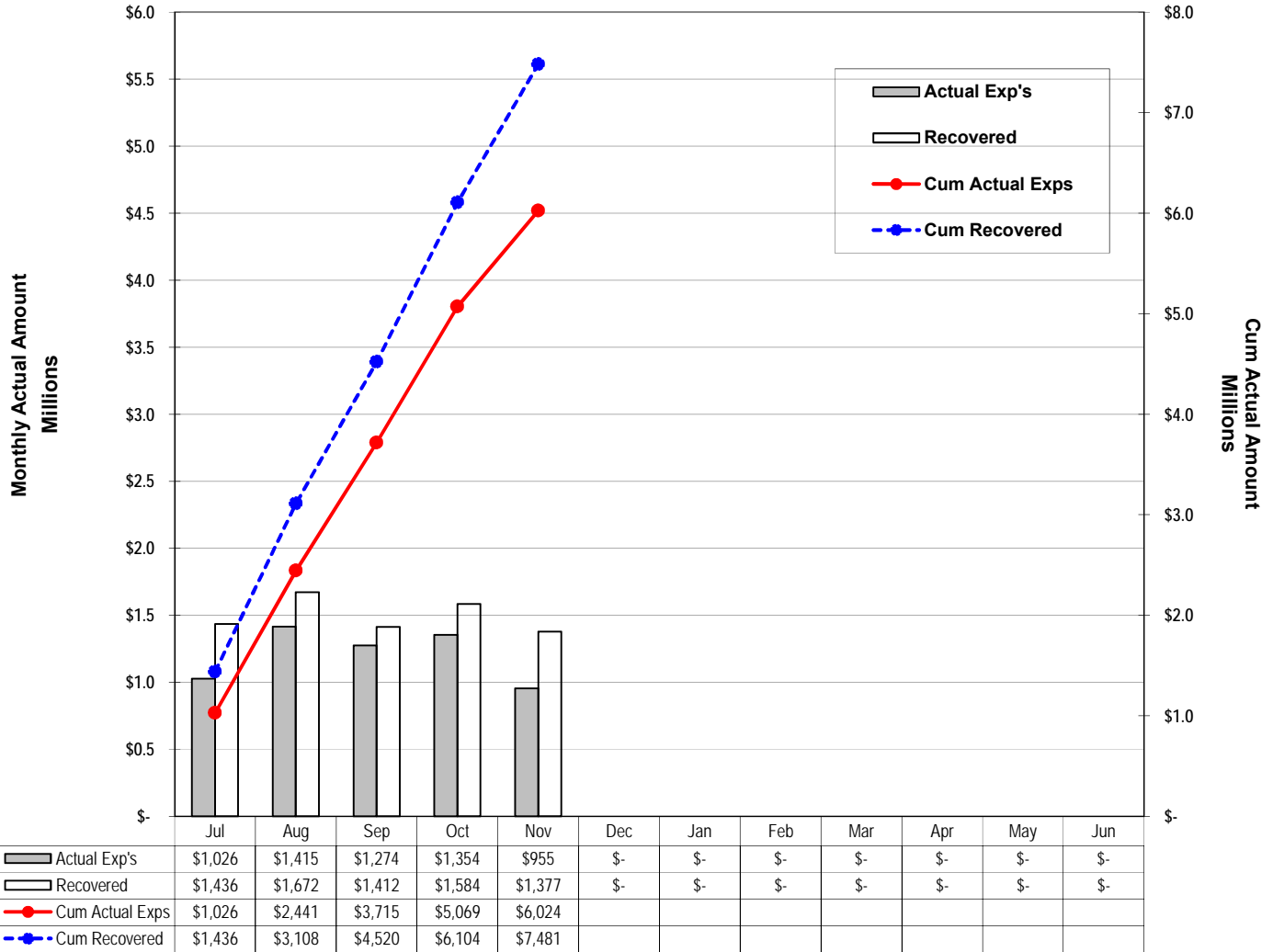
Actual interest income is plotted against the target amount. The amount credited to SCAG's account through November was \$64,881. The LA County Pool earned 1.98% in October.

**SUMMARY**

The amount projected for FY20 is \$95,000.



### FY20 INDIRECT COST & RECOVERY



Attachment: 020620 CFO Charts (CFO Monthly Report)

## OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

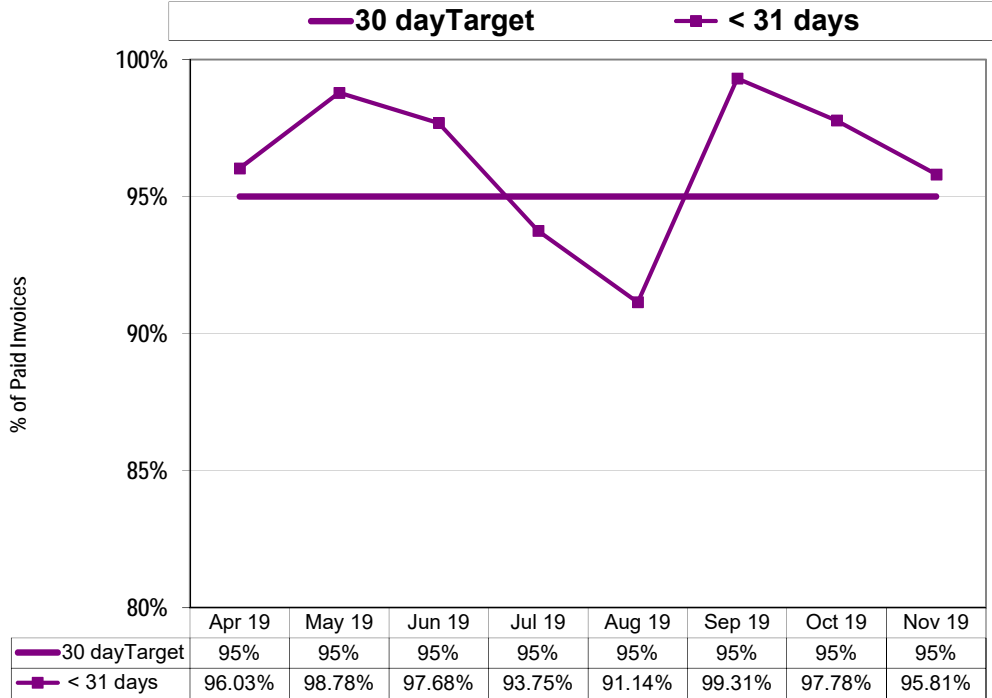
## SUMMARY

Through November 2019, SCAG was over-recovered by \$1,457,340 due to unspent Indirect Cost budget.

Office of the CFO  
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

95.81% of November 2019's payments were made within 30 days of invoice receipt.  
At month-end, 42 invoices remained unpaid less than 30 days.

Actual

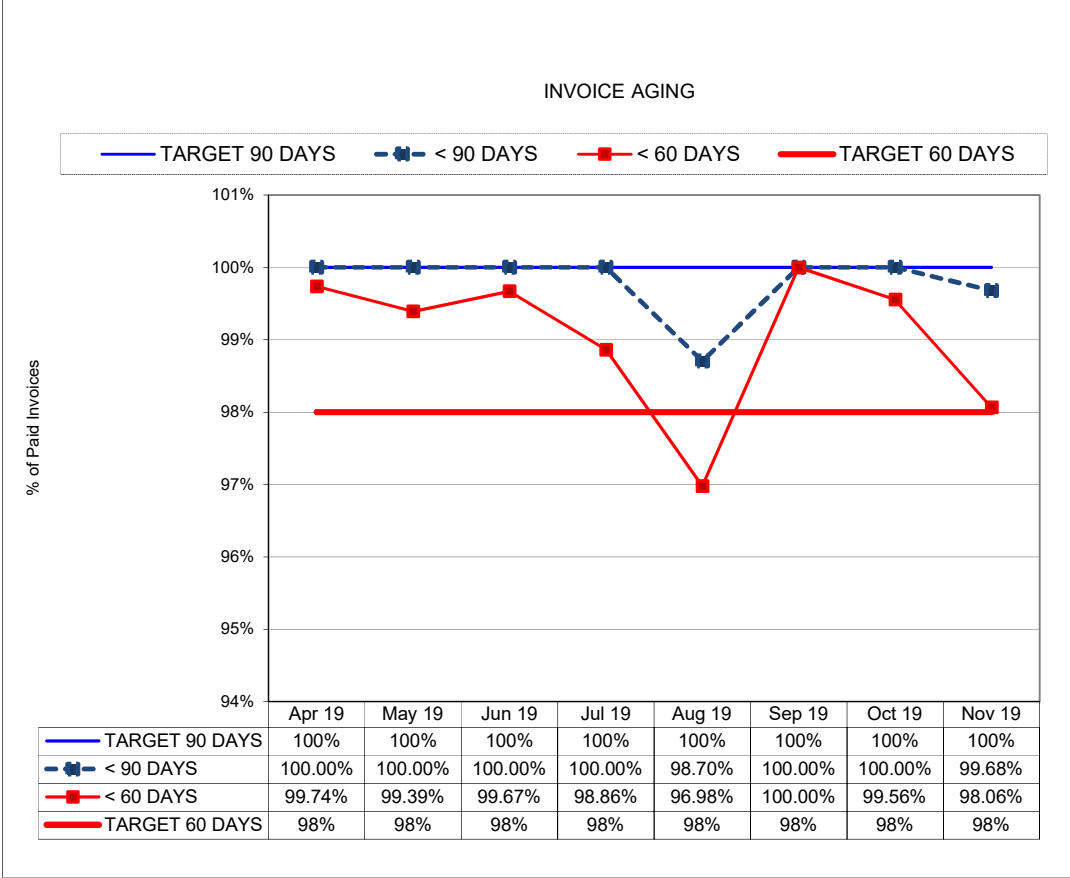
OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were partially met during this period.

98.06% of November 2019's payments were within 60 days of invoice receipt and 99.68% within 90 days. Invoices unpaid 30-60 days totaled 30; 60-90 days: 26; >90 days: 9.



Attachment: 020620 CFO Charts (CFO Monthly Report)



**Office of the CFO**  
Consolidated Balance Sheet

	10/31/2019	11/30/2019	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 993,422	\$ 4,945,770		
LA County Investment Pool	\$ 4,978,027	\$ 4,121,265		
Cash & Investments	\$ 5,971,449	\$ 9,067,034	\$ 3,095,586	Received \$3.1 million from FHWA, other items offset each other.
Accounts Receivable	\$ 12,608,409	\$ 10,499,980	\$ (2,108,430)	Payment of \$3M from FHWA offset by billings of \$653K to FTA 5303, \$181K to SB1, \$27K to MSRC and \$16K to VCTC
Other Current Assets	\$ 4,731,142	\$ 4,105,994	\$ (625,148)	Net amort of \$202K in prepaids combined with increase of IC fund over-recovery of \$422K
Fixed Assets - Net Book Value	\$ 5,957,615	\$ 5,957,615	\$ -	No change.
<b>Total Assets</b>	<b>\$ 29,268,616</b>	<b>\$ 29,630,623</b>	<b>\$ 362,008</b>	
	\$ (133,398)			
	\$ (4,401,565)			
Accounts Payable	\$ (4,534,963)	\$ (4,714,664)	\$ (179,702)	Greater invoice activity.
Employee-related Liabilities	\$ (273,002)	\$ (304,623)	\$ (31,621)	October had 4 unpaid working days while November had 5.
Deferred Revenue	\$ (254,059)	\$ (254,059)	\$ -	
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (5,062,023)</b>	<b>\$ (5,273,346)</b>	<b>\$ (211,323)</b>	
<b>Fund Balance</b>	<b>\$ 24,206,593</b>	<b>\$ 24,357,277</b>	<b>\$ 150,685</b>	
<b>WORKING CAPITAL</b>				
	10/31/2019	11/30/2019	Incr (decr) to working capital	
Cash	\$ 5,971,449	\$ 9,067,034	\$ 3,095,586	
Accounts Receivable	\$ 12,608,409	\$ 10,499,980	\$ (2,108,430)	
Accounts Payable	\$ (4,534,963)	\$ (318,893)	\$ 4,216,070	
Employee-related Liabilities	\$ (273,002)	\$ (304,579)	\$ (31,578)	
<b>Working Capital</b>	<b>\$ 13,771,894</b>	<b>\$ 18,943,542</b>	<b>\$ 5,171,648</b>	

Attachment: 020620 CFO Charts (CFO Monthly Report)





**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through November 30, 2019

**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	540,920	540,920	194,320	-	346,600	35.9%
2	51001 Allocated Indirect Costs	674,563	674,563	242,317	-	432,246	35.9%
3	54300 SCAG Consultants	291,400	278,847	57,910	96,995	123,942	20.8%
4	54340 Legal costs	120,000	120,000	6,197	105,699	8,104	5.2%
5	55210 Software		12,553	73,851	17,002	(78,300)	588.3%
6	55441 Payroll, bank fees	12,500	12,500	2,233	10,267	(0)	17.9%
7	55600 SCAG Memberships	116,000	116,000	76,069	-	39,931	65.6%
8	55610 Professional Membership	11,500	11,500	5,552	556	5,391	48.3%
9	55620 Res mat/sub	2,000	2,000	531	-	1,469	26.5%
10	55830 Conference - Registration	1,000	1,000	300	-	701	30.0%
11	55860 Scholarships	32,000	32,000	-	-	32,000	0.0%
12	55910 RC/Committee Mtgs	25,000	25,000	-	-	25,000	0.0%
13	55912 RC Retreat	10,000	10,000	12,616	-	(2,616)	126.2%
14	55914 RC General Assembly	672,000	672,000	50,000	1	621,999	7.4%
15	55915 Demographic Workshop	28,000	28,000	-	8	27,992	0.0%
16	55916 Economic Summit	100,000	100,000	15,000	1	84,999	15.0%
17	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
19	55920 Other Meeting Expense	75,000	75,000	31,449	36,555	6,996	41.9%
20	55925 RHNA Subrgl Delegation	500,000	500,000	-	-	500,000	0.0%
21	55xxx Miscellaneous other	101,966	101,966	34,545	50,072	17,350	33.9%
22	55940 Stipend - RC Meetings	210,485	210,485	77,290	-	133,195	36.7%
23	56100 Printing	30,000	30,000	-	699	29,301	0.0%
24	58100 Travel - outside SCAG region	92,500	92,500	8,313	-	84,187	9.0%
25	58101 Travel - local	36,500	36,500	14,871	-	21,629	40.7%
26	58110 Mileage - local	28,500	28,500	13,878	-	14,622	48.7%
27	58150 Travel Lodging	13,500	13,500	6,233	-	7,267	46.2%
28	58800 RC Sponsorships	200,000	200,000	59,385	1,600	139,015	29.7%
29	<b>Total General Fund</b>	<b>3,945,334</b>	<b>3,945,334</b>	<b>982,859</b>	<b>319,455</b>	<b>2,643,020</b>	<b>24.9%</b>
30				-			
31	Staff & Allocated Fringe Benefits	15,383,005	15,383,005	5,804,977	-	9,578,028	37.7%
32	51001 Allocated Indirect Costs	19,182,124	19,187,403	7,238,806	-	11,948,597	37.7%
33	54300 SCAG Consultants	29,075,454	32,956,385	801,955	15,798,948	16,355,482	2.4%
34	54302 Non-Profits/IHL	485,000	535,000	-	54,000	481,000	0.0%
35	54303 Consultants TC - FTA 5303	6,265,889	6,265,889	336,603	1,883,913	4,045,373	5.4%
36	54340 Legal Services - FTA 5303	200,000	200,000	13,280	186,720	0	6.6%
37	54360 Pass-through Payments	4,480,619	4,480,619	88,792	4,391,827	0	2.0%
38	55210 Software Support	250,000	250,000	153,792	114	96,094	61.5%
39	55250 Cloud Services	489,330	489,330	77,871	146,051	265,408	15.9%
40	5528x Third Party Contributions	5,739,013	5,739,013	1,587,258	-	4,151,755	27.7%
41	55284 Toll Credits	718,703	-	-	-	0	#DIV/0!
42	55310 F&F Principal	239,928	239,928	98,558	121,419	19,952	41.1%
43	55315 F&F Interest	27,635	27,635	12,509	12,793	2,333	45.3%
44	55320 AV Principal	133,703	133,703	54,829	78,874	0	41.0%
45	55325 AV Interest	6,390	6,390	2,878	3,512	0	45.0%
46	55xxx Office Expenses	2,000	2,000	151	-	1,849	7.6%
47	55520 Hardware Supp	5,000	5,000	1,612	-	3,388	32.2%
48	55580 Outreach/Advertisement	50,000	50,000	823	6,467	42,710	1.6%
49	55610 Professional Memberships	2,500	2,500	-	2,500	0	0.0%
50	55620 Resource Materials - subscrib	934,455	934,455	138,956	95,222	700,277	14.9%
51	55730 Capital Outlay	300,000	300,000	-	-	300,000	0.0%
52	55810 Public Notices	57,000	57,000	399	187	56,414	0.7%
53	55830 Conf. Registration	3,500	3,500	581	-	2,919	16.6%
54	55920 Other Meeting Expense	54,000	54,000	594	-	53,406	1.1%
55	55930 Miscellaneous	294,228	722,473	-	99,497	622,976	0.0%
56	56100 Printing	15,000	15,000	-	-	15,000	0.0%
57	58xxx Travel	293,750	293,750	34,213	-	259,537	11.6%
58	58800 RC Sponsorships			10,000	-	(10,000)	#DIV/0!
59	59090 Exp - Local Other	6,268,529	6,268,529	-	-	6,268,529	0.0%
60	<b>Total OWP &amp; TDA Capital</b>	<b>90,956,755</b>	<b>94,602,507</b>	<b>16,459,437</b>	<b>22,879,544</b>	<b>55,263,526</b>	<b>17.4%</b>
61				-			
62	<b>Comprehensive Budget</b>	<b>94,902,089</b>	<b>98,547,841</b>	<b>17,442,296</b>	<b>23,198,999</b>	<b>57,906,547</b>	<b>17.7%</b>

**Attachment: 020620 CFO Charts (CFO Monthly Report)**



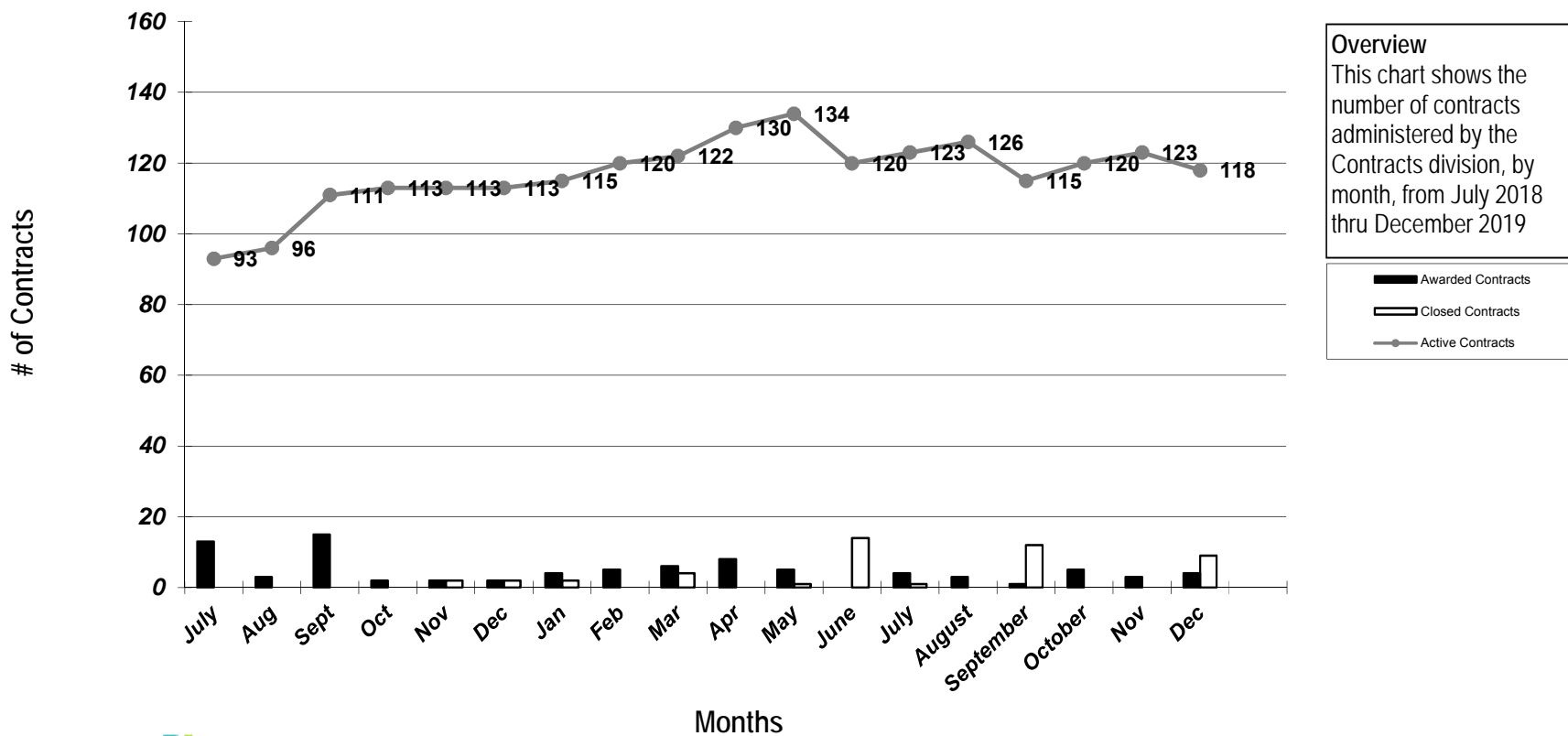
**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through November 30, 2019

**INDIRECT COST EXPENDITURES**

			<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	Regular Staff	5,649,706	5,647,349	2,562,271		3,085,078	45.4%
2	50013	Regular OT	1,000	1,000	1,471		(471)	147.1%
3	50014	Interns, Temps, Annuity	75,000	75,000	56,642		18,358	75.5%
4	50030	Severance	80,000	80,000	-		80,000	0.0%
5	51xxx	Allocated Fringe Benefits	4,507,099	4,505,225	1,828,990	-	2,676,235	40.6%
6	54300	SCAG Consultants	292,150	292,150	9,798	-	282,353	3.4%
7	54301	Consultants - Other	1,041,600	1,041,600	136,676	390,532	514,393	13.1%
8	54340	Legal	40,000	40,000	(1,500)	1,500	40,000	-3.8%
9	55210	Software Support	519,400	515,803	366,710	2,162	146,931	71.1%
10	55220	Hardware Supp	415,000	415,000	146,169	138,218	130,614	35.2%
11	55230	Computer Maintenance	250,000	250,000	-	-	250,000	0.0%
12	55240	Repair & Maint Non-IT	26,500	26,500	4,456	22,044	(0)	16.8%
13	55270	Software Purchases		3,597	3,597	-	(0)	100.0%
14	55315	F&F Interest	11,604	11,604	5,252	-	6,352	45.3%
15	55325	AV Interest	19,745	19,745	8,892	-	10,853	45.0%
16	55400	Office Rent DTLA	1,538,000	1,538,000	389,254	1,148,747	(0)	25.3%
17	55410	Office Rent Satellite	260,000	260,000	103,824	156,176	0	39.9%
18	55415	Offsite Storage	5,000	7,500	1,460	1,397	4,643	19.5%
19	55420	Equip Leases	100,000	100,000	22,368	41,512	36,120	22.4%
20	55430	Equip Repairs & Maint	1,000	1,690	1,690	-	1	100.0%
21	55435	Security Services	100,000	100,000	20,216	46,299	33,486	20.2%
22	55440	Insurance	238,385	238,385	133,962	-	104,423	56.2%
23	55441	Payroll / Bank Fees	15,000	15,000	3,846	11,154	0	25.6%
24	55445	Taxes	5,000	5,000	-	-	5,000	0.0%
25	55460	Mater & Equip < \$5,000 *	64,000	63,310	1,679	-	61,631	2.7%
26	55510	Office Supplies	73,800	73,800	19,119	54,682	(0)	25.9%
27	55520	Graphic Supplies	2,500	2,500	-	-	2,500	0.0%
28	55530	Telephone	195,000	195,000	64,701	69,180	61,118	33.2%
29	55540	Postage	10,000	10,000	306	9,694	0	3.1%
30	55550	Delivery Svc	5,000	5,000	679	4,321	0	13.6%
31	55580	Outreach/Advertisement		-	-	-	0	#DIV/0!
32	55600	SCAG Memberships	76,200	76,200	27,863	163	48,174	36.6%
33	55610	Prof Memberships	1,500	1,500	240	-	1,260	16.0%
34	55611	Prof Dues	1,350	1,350	120	-	1,230	8.9%
35	55620	Res Mats/Subscrip	70,800	70,800	26,927	9,749	34,124	38.0%
36	55700	Deprec - Furn & Fixt	185,000	185,000	-	-	185,000	0.0%
37	55710	Deprec - Computer Equipment	-	-	-	-	0	#DIV/0!
38	55715	Amortiz - Software	1,684	1,684	-	-	1,684	0.0%
39	55720	Amortiz - Leasehold Improvements	62,500	62,500	-	-	62,500	0.0%
40	55800	Recruitment Notices	25,000	25,000	6,529	-	18,471	26.1%
41	55801	Recruitment - other	45,000	45,000	6,962	36,434	1,604	15.5%
42	55810	Public Notices	2,500	2,500	-	-	2,500	0.0%
43	55820	In House Training	30,000	30,000	-	4,999	25,001	0.0%
44	55830	Networking Meetings/Special Events	22,500	22,500	3,858	5,000	13,642	17.1%
45	55840	Training Registration	65,000	65,000	27,333	-	37,667	42.1%
46	55920	Other Mtg Exp	2,500	2,500	25	-	2,475	1.0%
47	55950	Temp Help	105,000	105,000	10,505	23,319	71,175	10.0%
48	55930	Misc. Other	6,500	8,231	-	-	8,231	0.0%
49	55xxx	Miscellaneous - other	6,500	8,231	-	-	8,231	0.0%
50	56100	Printing	23,000	23,000	6,584	6,578	9,838	28.6%
51	58100	Travel - Outside	82,800	82,800	10,059	-	72,741	12.1%
52	58101	Travel - Local	19,500	19,500	1,587	-	17,913	8.1%
53	58110	Mileage - Local	23,500	23,500	2,316	-	21,184	9.9%
54	58120	Travel Agent Fees	3,000	3,000	347	-	2,653	11.6%
55		<b>Total Indirect Cost</b>	<b>16,396,323</b>	<b>16,396,323</b>	<b>6,023,782</b>	<b>2,183,859</b>	<b>8,188,683</b>	<b>36.7%</b>

**Attachment: 020620 CFO Charts (CFO Monthly Report)**

## SCAG Contracts (Year to Date)



**Overview**  
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2018 thru December 2019

- Awarded Contracts
- Closed Contracts
- Active Contracts



**Summary**

The chart shows that the Contracts Department is managing One hundred-eighteen. Forty-seven are Cost Plus Fixed Fee contracts, 34 are fixed price contracts, and the remaining 37 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 60 contracts for FY 2019-20. 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.

**Office of the CFO**  
*Staffing Report as of December 1, 2019*



<b>GROUPS</b>	<b>Authorized Positions</b>	<b>Filled Positions</b>	<b>Vacant Positions</b>
<b>Executive Office</b>	12	11	1
<b>Legal Services</b>	2	2	0
<b>Finance</b>	23	22	1
<b>Information Technology</b>	21	17	4
<b>Policy &amp; Public Affairs</b>	18	17	1
<b>Planning &amp; Programs</b>	75	72	3
<b>Total</b>	<b>151</b>	<b>141</b>	<b>10</b>

**OTHER POSITIONS**

<b>GROUPS</b>	<b>Limited Term Positions</b>	<b>Interns or Volunteers</b>	<b>Temp Positions</b>	<b>Agency Temps</b>
<b>Executive Office</b>	0	1	0	0
<b>Finance</b>	0	0	1	0
<b>Policy &amp; Public Affairs</b>	2	0	0	0
<b>Information Technology</b>	1	0	0	0
<b>Planning &amp; Programs</b>	2	11	1	0
<b>Total</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>0</b>

Attachment: 020620 CFO Charts (CFO Monthly Report)