



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

**EXECUTIVE/ADMINISTRATION
COMMITTEE**

Thursday, November 7, 2024
9:00 a.m. – 9:50 a.m.

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

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

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/86058062864>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 860 5806 2864**

PUBLIC ADVISORY

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Members of the Public Attending the Meeting

Attend In-Person: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 9:00 a.m.

Attend by Computer: Click the following link: <https://scag.zoom.us/j/86058062864>. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 860 5806 2864**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on Wednesday, November 6, 2024 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, November 6, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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

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



EAC - Executive/Administration Committee
Members – November 2024

- 1. Sup. Curt Hagman**
President, San Bernardino County
- 2. Hon. Cindy Allen**
1st Vice President, Long Beach, RC District 30
- 3. Hon. Ray Marquez**
2nd Vice President, Chino Hills, RC District 10
- 4. Hon. Art Brown**
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- 5. Hon. David J. Shapiro**
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- 6. Hon. Rocky Rhodes**
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- 7. Sup. Luis Plancarte**
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- 9. Hon. Tim Sandoval**
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- 10. Hon. Mike Judge**
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- 11. Hon. Patricia Lock Dawson**
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LCMC Vice Chair, Lynwood, RC District 26
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- 14. Hon. Wendy Bucknum**
Mission Viejo, RC District 13, Pres. Appt.
- 15. Hon. Jan C. Harnik**
RCTC Representative, Pres. Appt.

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- 16. Hon. Larry McCallon**
Air District Representative, Pres. Appt.

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

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

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017

Thursday, November 7, 2024
9:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Curt Hagman, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEMS

- | | | |
|--|----------|---------|
| 1. 2028 Olympic and Paralympic Games Update
<i>(Kome Ajise, Executive Director, SCAG)</i> | 25 Mins. | PPG. 6 |
| 2. REAP 2 Program Update
<i>(Sarah Jepson, Chief Planning Officer, SCAG)</i> | 10 Mins. | PPG. 10 |

ACTION ITEM

- | | | |
|--|----------|---------|
| 3. Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Comprehensive Budget
<i>(Cindy Giraldo, Chief Financial Officer, SCAG)</i> | 10 Mins. | PPG. 15 |
|--|----------|---------|

RECOMMENDED ACTION:

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 24-668-1 approving a first amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;
2. A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

3. A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;
4. A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and
5. Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

CONSENT ITEMS

Approval Items

4. Minutes of the Meeting – September 5, 2024 PPG. 34
5. 2025 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council PPG. 43
6. Master Fund Transfer Agreement with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, through December 31, 2034 PPG. 44
7. Contract 24-020-C01 Amendment 2, Addressing Barriers to Economic Opportunities PPG. 67
8. Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign PPG. 76
9. Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling PPG. 81
10. Resolution No. 24-668-5 to Address California's Marketplace for Residential and Commercial Property Insurance PPG. 86
11. Senate Bill 375: Joint MPO Letter to CARB PPG. 93
12. SCAG Memberships and Sponsorships PPG. 100

Receive and File

13. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 102
14. CFO Monthly Report PPG. 115

CFO REPORT

(Cindy Giraldo, Chief Financial Officer)



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

PRESIDENT'S REPORT

(The Honorable Curt Hagman, Chair)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



**AGENDA ITEM 1
REPORT**

Southern California Association of Governments
November 7, 2024

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: 2028 Olympic and Paralympic Games Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

As we approach the 2028 Olympic and Paralympic Games (“the Games”), SCAG staff have been working in partnership with LA28, Metro, Caltrans, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor’s Office, and Metrolink, a group collectively known as the Games Mobility Executives (GME), to develop mobility plans and pursue state and federal funds in support of the transportation infrastructure needed for the region, including mobility during the Games. This year is critical in planning for the LA28 Games as the International Olympic Committee’s (IOC) focus has turned to Los Angeles, elevating the need for more coordination and planning across the region.

The report provides background on the Games planning-to-date and aims to continue the conversation with EAC members on regional planning priorities and SCAG’s role in the mobility planning for the Games. The Games will be discussed at the Regional Council as well with more in-depth presentations provided by the City of LA and LA28. Based on these discussions, staff will return to the EAC and RC early in the new year to request approval of a program development framework to coalesce and confirm planning priorities and board oversight for SCAG’s role and work program in support of improved mobility and accessibility during the Games and thereafter.

BACKGROUND:

Vision of the 2028 Olympic and Paralympic Games

At the closing ceremony of the Paris 2024 Olympics, Mayor Karen Bass was handed the official Olympic flag, marking the handoff to Los Angeles. In 2028, Los Angeles will host the Olympics for

the third time and the Paralympics for the first time. The Games will be impactful for the entire Southern California region, particularly for the region's transportation networks. With a focus on transit and commitment to sustainability and climate action, Mayor Bass has called for the 2028 Games to be "car-free," providing the opportunity to reimagine mobility in Southern California. Mayor Bass has indicated that public transportation will be the only way to access the city's Games venues. Her plan to address traffic includes using 3,000 buses borrowed from other US cities.

LA Metro's 2028 Games Mobility Concept Plan, outlines the steps to support Mayor Bass' vision, identifying the transportation infrastructure needed to enhance mobility for the Games and beyond. The MCP provides Metro and its partners with a near-term roadmap for funding advocacy, collaboration for project delivery, and achievement of the MCP's objectives.

Further, LA28, a non-profit organization responsible for delivering the Games, in partnership with the City of Los Angeles, have organized the Games Mobility Executive (GME) committee to inform Games transportation planning. The GME partners include Caltrans, LA Metro, Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, Metrolink, and SCAG.

Mayor Bass also focuses on ensuring that residents and businesses benefit, now and for decades to come. Her approach includes:

1. Welcoming fans inside and outside of official venues - Activations will bring residents together and encourage visitors to explore all the different neighborhoods.
2. Prioritizing local businesses - Local businesses will be connected with the tremendous opportunities the Games will bring.
3. Building Green Infrastructure - Improvements made in advance of the Games will last far beyond 2028 and benefit the region for decades to come.

SCAG's Role in the 2028 Olympic and Paralympic Games Preparation

Considering SCAG's purview and expertise, staff has identified three foundational roles that will be critical in preparing for the 2028 Olympic and Paralympic Games:

- **Convening partners at a regional level.**

As the designated Metropolitan Planning Organization for the six-county Southern California region, SCAG will be instrumental in bringing together partners in the greater Los Angeles area to plan and create solutions for elements of the Games that involve areas outside of Los Angeles city proper.

- **Bringing in and administering funding and resources.**

SCAG has a role with many of the critical funding sources for the region. SCAG's work also involves research and planning, providing data, insight, and best practices to assist with Games preparation.

- **Developing a regional transportation demand management (TDM) approach.**

TDM strategies have been instrumental in the success of past games, including the 1984 Summer Olympics in Los Angeles, when SCAG played a key role by coordinating an Olympic Legacy Task Force and developing outreach program aimed to make transportation improvements permanent. Similarly, SCAG has the opportunity to play a key role in developing and implementing a coordinated regional approach to TDM during the 2028 Games and to accelerate progress on the region's mobility strategies.

Definition of TDM and SCAG's Role in Leading TDM

While infrastructure investments and public transportation improvements are critical to creating the capacity to support Games mobility, there is also a tremendous need and opportunity to influence and manage travel behavior through deployment of a comprehensive regional TDM strategy. Consistent with the Connect SoCal's regional planning policies and with the support of the GME, staff is preparing a work program to lead freight TDM and overall Regional TDM planning for the Games. To support this effort, SCAG staff is also pursuing preliminary engagement with local jurisdictions, as well as, a stakeholder workshop with the freight industry to gain a fuller understanding of the TDM planning landscape. SCAG staff will then work to build-out a regional approach to TDM that is anticipated to include:

- Development of a regional transportation demand management strategy to align policies and programs across agencies and city boundaries in support of a "car-free" Games while maintaining mobility of people and goods across the region.
- Development of a suite of regional initiatives to provide local jurisdictions and transportation agencies with resources to support the implementation of the regional TDM strategy.
- Promotion and awareness of transportation system improvements being pursued at the regional and local levels (including LA Metro's 2028 Mobility Concept Plan) to support



Games mobility, aligning with demand management strategies to motivate enduring mode shifts that reduce congestion, improve air quality and reduce greenhouse gas emissions.

Next Steps

Staff will prepare a draft program development framework for EAC discussion and recommendation to the Regional Council. The program development framework will confirm planning priorities and board oversight for SCAG's role and work program in support of improved mobility and accessibility during the Games and thereafter. Staff will continue to engage with the GME and associated work groups to align SCAG's work with the mobility planning efforts and pursue additional engagement with stakeholders to inform program development.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025 Overall Work Program (810.0120.20: Planning Policy Development). Supplemental funding for regional transportation demand management is included in Budget Amendment 1 to support staff and consultant work.



AGENDA ITEM 2
REPORT

Southern California Association of Governments
November 7, 2024

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Alisha James, Senior Public Affairs Specialist
(213) 236-1884, james@scag.ca.gov
Subject: REAP 2.0 Program Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

Resolution 22-649-1 authorized SCAG to receive and administer \$246,024,084.00 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals.

In January, the Governor's budget proposed a 50 percent reduction to the REAP 2.0 Program across the state which would have been approximately \$123M for SCAG. In response to budget uncertainty, SCAG issued a stop work order to pause its REAP 2.0 Program and refrained from entering into any new MOUs. As a result of the region's successful advocacy, SCAG received a final award allocation of \$231.5 million, which included a reduction of \$14.5 million from SCAG's original allocation. SCAG also successfully secured an administrative extension from HCD to recoup the time lost through the stop work order by extending the grantee expenditure deadline to June 30, 2026.

This report provides a progress update for SCAG's REAP 2.0 program and efforts to swiftly restart work across the program and ensure successful delivery. In addition to the activities captured

below, staff has revised the program budget to align with our final award allocation of \$231.5 million with the funding change reflected in Amendment 1. The revised program prioritizes and fully funds all competitive and formula-based grant awards as approved by the Regional Council, including the allocation of \$192 million to approximately 100 projects. To address the REAP 2.0 funding cut, REAP 2.0 funding was removed from the SCAG-led regional programs and services; staff proposes to use Carbon Reduction Program funds to fully fund the Regional Pilot Initiatives program. With these proposed changes, SCAG is able to move forward with the full complement of programs originally proposed and approved by the Regional Council to support Connect SoCal implementation. Any future budget revisions will also be considered and approved by the board through the budget amendment process.

BACKGROUND:

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of Regional Early Action Planning Grant Program of 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

Major investments in program development and prioritization of projects have resulted in SCAG's development of a comprehensive REAP 2.0 program that combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies. SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Country Transportation Commission (CTC) Partnership Program.

PROGRAM ADMINISTRATION & DELIVERY

SCAG has been actively working to restart the REAP 2.0 program. Over the summer, SCAG made progress collaborating with grantees to make progress on project scopes of work, executing agreements, and initiating project work. To support grantees and mitigate timeline challenges caused by the program's stop work order, SCAG has taken the following steps:

- SCAG negotiated an administrative extension with the California Department of Housing and Community Development (HCD), giving grantees an additional seven months to expend grant resources. The new expenditure deadline is June 30, 2026.
- SCAG is streamlining the administrative processes by developing templates for MOUs and MOU attachments and creating draft scopes of work for each grantee.
- For projects with an approved scope of work and are at risk of not meeting the deadline, SCAG will consider authorizing work in advance of executing a memorandum of understanding, under certain circumstances and with written approval from SCAG.

- Notices have gone out to partners awarded funds under SCAG’s sub-allocation programs rescinding the Executive Director’s pause of all significant REAP 2.0 activities, allowing the program work to proceed and communicating the new expenditure deadline of June 30, 2026.
- SCAG is collaborating with the California Association of Councils of Governments (CALCOG) on pursuing a legislative extension that could provide additional time, if needed.

PREQUALIFIED CONSULTANT BENCH

Building on the successes of the REAP 1.0 consultant bench, SCAG developed a Request for Interest and Qualifications (RFIQ) to prequalify consultants and establish on call consultants to assist SCAG grantees to complete projects funded by REAP 2.0.

PROGRAM PROGRESS UPDATES

The REAP programs are critical funding for implementing the strategies in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. SCAG’s focus in recent months has been working in partnership with grantees and partners to review project feasibility, rescope where necessary, and accelerate the contracting process to ensure successful project delivery.

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY AND ENVIRONMENTAL JUSTICE (SCP CEEEJ)

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) grants prioritize housing planning that aims to close the racial equity gap and include partnerships with community-based organizations. On October 5, 2023, the Regional Council approved funding awards for six Housing and Land Use Strategies projects totaling \$2.3 million, complementing five multi-modal communities projects funded by SB 1 funds in the amount of approximately \$2 million.

Upon re-starting the program, SCAG staff met with all project teams individually to confirm project viability given delays. All six SCP CEEEJ projects funded through REAP 2.0 are now moving forward. SCAG staff anticipate some projects will be ready for consultant procurement this fall.

SUB-REGIONAL PARTNERSHIP PROGRAM 2.0

The Sub-Regional Partnership Program 2.0 (SRP 2.0) Program makes \$23 million available to sub-regional partners for eligible activities supporting member jurisdictions with implementing housing element work plans and strategies for increasing affordable housing.

Staff are working closely with project managers from each of the subregional partners to finalize the project list each subregion will offer to its member jurisdictions. In many subregions this includes technical assistance to help jurisdictions fulfill their housing element obligations. Once the

project list is finalized, staff will work with each project manager to complete documents and attachments needed for MOU execution.

In the meantime, a subregion may procure the technical assistance bench of consultants and work with their member jurisdictions to determine the technical assistance projects that will be awarded. Once the project list has been approved by SCAG a subregion may also begin the consultant procurement process and prepare their projects for kickoff.

COUNTY TRANSPORTATION COMMISSION (CTC) PARTNERSHIP PROGRAM

The County Transportation Commission (CTC) Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. SCAG has executed Memorandums of Understanding (MOUs) with all the CTCs.

Staff worked closely with individual project managers across all six CTCs to develop project scopes, budgets and timelines. Staff also continue to work collaboratively with the CTCs to revise project scopes, timelines, and budgets based on the new expenditure timeline of June 30, 2026. SCAG staff anticipate some changes to the final project list, including use of projects on the contingency list. These updates will be provided in the next update to Regional Council and the policy committees.

Staff are currently processing invoices submitted by the CTCs for work completed to date. Invoice and reporting training for the CTCs was held on October 23 and 24, 2024.

PROGRAMS TO ACCELERATE TRANSFORMATIVE HOUSING (PATH)

There are three programs under PATH: Housing Infill on Public and Private Lands (HIPP) pilot program, Lasting Affordability program, and Regional Utilities Supporting Housing (RUSH) program.

The Housing Infill on Public and Private Lands (HIPP) Pilot Program makes \$8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. In October, the Regional Council approved funding recommendations to award 11 projects including site assessments, site inventories, inclusionary housing programs and specific plans that unlock lands for housing with diverse housing types.

The Lasting Affordability Program provides \$45 million to support innovative housing finance, housing trust funds, catalyst funds, and new permanent funding sources. On November 2, 2023, the Regional Council approved funding recommendations for 14 projects.



The Regional Utilities Supporting Housing (RUSH) program provides \$35 million to focus on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing. On January 4, 2024, the Regional Council awarded funding for 12 projects for a total of \$35 million.

For all three of these programs, staff are working with the project managers from each grantee agency to finalize the scope of work and ready the projects for MOU execution and consultant procurement.

NEXT STEPS

Staff will continue to support grantees and will keep the Regional Council updated on the REAP 2.0 program's progress. Should additional modifications to our REAP 2.0 program budget be necessary, staff will present any proposed changes for review and approval to the board through our budget amendment process.

FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program No. 305 – Regional Early Action Planning (REAP) Grants Program – REAP 2.0.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kana Sato-Nguyen, Department Manager
(213) 236-1865, nguyenk@scag.ca.gov

Subject: Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25
Comprehensive Budget

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 24-668-1 approving a first amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;
2. A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;
3. A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;
4. A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and
5. Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt Resolution No. 24-668-1 approving a first amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;

2. A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;
3. A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;
4. A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and
5. Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

Staff recommends that the EAC and RC adopt Resolution No. 24-668-1 approving a first amendment (Budget Amendment 1) to the Fiscal Year 2024-25 Comprehensive Budget in the amount of \$30,867,046, including:

1. *A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;*
2. *A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;*
3. *A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;*
4. *A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and*
5. *Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.*

BACKGROUND:

On May 1 and 2, 2024, the EAC and RC, respectively, approved the FY 2024-25 Final Comprehensive Budget, which included the FY 2024-25 OWP budget in the amount of \$396.1 million. The Federal



Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG’s FY 2024-25 OWP on May 29, 2024.

In October 2024, the California Department of Transportation (Caltrans) issued a reconciliation letter to confirm unexpended carryover funds totaling \$14.5 million in CPG funds and other state grants as of June 30, 2024. The FY 2024-25 OWP budget adopted in May 2024 included carryover estimates for CPG funds of 4.0 million and carryover estimates for State Transportation Planning Grants of \$3.7 million. Budget Amendment 1 includes adjustments to account for the actual grant balances certified by Caltrans, as well as adjustments for other carryovers for various Federal, State, and Local funding sources.

DISCUSSION:

A. Budget Amendment

Staff recommends that the EAC and RC approve Budget Amendment 1 to the FY 2024-25 Comprehensive Budget in the amount of \$30,867,046, increasing the FY 2024-25 Comprehensive Budget from \$403.7 million to \$434.6 million. Table 1 shows the changes to the FY 2024-25 Comprehensive Budget Funding Sources:

Table 1. FY 2024-25 Comprehensive Budget Funding Sources			
FUNDING SOURCES	FY25 Adopted	Change	FY25 Amend #1
FHWA PL - Metropolitan Planning	25,328,774	3,888,283	29,217,057
FTA 5303 - Metropolitan Planning	14,960,300	2,454,272	17,414,572
FHWA SPR - Strategic Partnerships	-	500,000	500,000
FTA 5304 - Strategic Partnerships Transit	-	500,000	500,000
Federal Other	13,357,274	3,266,300	16,623,574
SB 1 - Sustainable Communities Formula Grants	8,521,927	538,831	9,060,758
SHA - Sustainable Communities Grants	299,959	-	299,959
Carbon Reduction Program (CRP)	8,495,041	1,856,695	10,351,736
Congestion Mitigation and Air Quality (CMAQ)	-	2,424,178	2,424,178
Surface Transportation Block Grant Program (STBG)	-	1,465,323	1,465,323
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	265,859	1,352,293	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	203,004,546	12,437,697	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,568,914	49,999	16,618,913
State Other	4,243,986	675,520	4,919,506
TDA	11,556,247	(1,039,888)	10,516,359
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	84,802,790	(127,879)	84,674,911
General Fund	3,089,698	135,000	3,224,698
Net Projected Indirect Cost and Fringe Benefits Cost Carryforward	3,500,328	47,976	3,548,304
TOTAL FUNDING SOURCES	403,702,282	30,867,046	434,569,328

i. Amendment 01 to the FY 2024-25 Overall Work Program (OWP)

Budget Amendment 1 to the FY 2024-25 Comprehensive Budget includes an increase to the FY 2024-25 OWP in the amount of \$30,657,159, increasing the FY 2024-25 OWP budget from \$396.1 million to \$426.7 million. Table 2 shows the changes to the FY 2024-25 OWP Funding Sources:

Table 2. FY 2024-25 OWP Funding Sources			
OWP FUNDING SOURCES	FY25 Adopted	Change	FY25 Amend #1
FHWA PL - Metropolitan Planning	25,328,774	3,888,283	29,217,057
FTA 5303 - Metropolitan Planning	12,899,649	2,454,272	15,353,921
FTA 5303 - Metropolitan Planning Toll Credit	2,060,651	-	2,060,651
FHWA SPR - Strategic Partnerships	-	500,000	500,000
FTA 5304 - Strategic Partnerships Transit	-	500,000	500,000
Federal Other	13,357,274	3,266,300	16,623,574
Carbon Reduction Program (CRP)	8,495,041	1,856,695	10,351,736
Congestion Mitigation and Air Quality (CMAQ)	-	2,424,178	2,424,178
Surface Transportation Block Grant Program (STBG)	-	1,465,323	1,465,323
SB 1 - Sustainable Communities Formula Grants	8,521,927	538,831	9,060,758
SHA - Climate Adaptation Grant	299,959	-	299,959
TDA	10,781,982	(1,039,888)	9,742,094
State Other	4,243,986	675,520	4,919,506
Regional Early Action Planning (REAP) 2019 Grants	265,859	1,352,293	1,618,152
Regional Early Action Planning (REAP) 2021 Grants	203,004,546	12,437,697	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,568,914	49,999	16,618,913
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	84,525,061	(154,790)	84,370,271
TOTAL FUNDING SOURCES	396,060,262	30,657,159	426,717,421

- 1) **\$3.9 million** increase for FHWA PL and a **\$2.5 million** increase for FTA 5303 (Consolidated Planning Grants (CPG) funds) due to carryover based on the reconciliation letter issued by Caltrans;
- 2) **\$1 million** combined increase for FHWA SPR and FTA 5304 for two new grants awarded under Caltrans Sustainable Transportation Planning Grants Program
 - a. \$500,000 for Southern California Airport Passenger Surface Transportation Study;
 - b. \$500,000 for Planning for Main Streets;
- 3) **\$3.3 million** net increase for Federal Other, including:
 - a. \$1 million in carryover adjustments for the existing grant funding;
 - b. \$2.3 million in total for two new grants from the Office of Traffic Safety (OTS);
- 4) **\$1.9 million** increase for Carbon Reduction Program (CRP) to program the full funding for some of the Regional Pilot Initiative (RPI) projects, **\$2.4 million** increase for Congestion Mitigation and Air Quality (CMAQ) and **\$1.5 million** for Surface Transportation Block Grant (STBG) to program new projects to support 2028 Olympic and Paralympic Games associated efforts as well as programming effort;

- 5) **\$0.5 million** increase for Senate Bill 1 (SB1) Sustainable Communities (SC) Formula Grants based on the reconciliation letter issued by Caltrans as well as the updated FY25 SB1 SC Formula Grants Award letter;
- 6) **(\$1.0) million** net reduction for Transportation Development Act (TDA):
 - a. (\$3.3) million net reduction primarily due to switching the fund source from TDA to CPG in response to the higher CPG carryover amounts;
 - b. \$2.3 million increase as placeholder to temporarily match the Safe Streets and Roads for All (SS4A) grant as well as CRP RPI projects;
- 7) **\$0.7 million** increase for State Other funds due to carryover adjustments for the existing grant funding sources;
- 8) **\$1.4 million** increase for the Regional Early Action Planning (REAP) 2019 Grants (REAP 2019) and **\$12.4 million** increase for REAP 2021 Grants (REAP 2.0) due to carryover adjustments. See additional discussion on the REAP 2.0 budget under **Section ii** below;
- 9) **\$50K** increase for Mobile Source Air Pollution Reduction Review Committee (MSRC) Last Mile Freight Program (LMFP) Grant fund due to carryover adjustments; and
- 10) **\$0.3 million** net increase for In-Kind/Cash/Local Other due to carryover adjustments.

Table 3 shows the changes to the FY 2024-25 OWP expenditures in the amount of \$30,657,159:

OWP EXPENDITURES	FY25 Adopted	Change	FY25 Amend #1
Salaries, Allocated Fringe Benefits and Indirect Cost	57,275,345	(1,326,700)	55,948,645
Consultants*	66,934,122	(5,998,010)	60,936,112
Consultants-Technical Assistance/Pass-Through Payments	171,664,739	21,939,405	193,604,144
Non-Profits/IHL	-	10,500	10,500
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	83,825,061	-	83,825,061
Other Costs	10,654,356	15,589,518	26,243,874
TOTAL EXPENDITURES	396,060,262	30,657,159	426,717,421

*Consultants includes Consultants and Consultant Toll Credits

- 1) **(\$1.3) million** reduction in Salaries, Allocated Fringe Benefits, and Indirect Costs due to the staffing changes (please see **Salary Schedule Update and Personnel Changes** section below);
- 2) **(\$6.0) million** reduction in Consultants:
 - a. (\$18 million) reduction for REAP 2.0 Consultant budget to reflect the reduced award amount for the REAP 2.0 Program Budget Reduction as per the State’s announcement;
 - b. \$4.1 million increase for CRP, CMAQ, STBG Consultant budget;
 - c. \$2.8 million increase for Consultant budget funded by new grants;
 - i. \$1.8 million increase for the two OTS grants Consultant budget

- ii. \$1.0 million increase for the two Caltrans Sustainable Transportation Planning grants Consultant budget
 - d. \$2.2 million increase to match SS4A and CRP RPI Consultant budget;
 - e. \$2.5 million increase for Consultant carryover adjustments funded by special grants; and
 - f. \$0.5 million increase for CPG, TDA Consultant budget due to new requests as well as carryover adjustments;
- 3) **\$15.6 million** increase for Other Costs primarily due to:
- a. adjustments made to the set-aside for outyear labor budget for special grants such as \$9.5 million for REAP 2.0 and \$1.9 million for various fund sources; and
 - b. \$4.1 million for CPG set-aside budget for FY 2024-25 OWP Amendment 2 as well as FY 2025-26 OWP.

Attachment 2 includes a detailed list of FY 2024-25 Comprehensive Budget changes, including the OWP. The updated FY 2024-25 OWP incorporating Amendment 1 changes will be submitted to Caltrans following the EAC and RC approval and is available online at <https://scag.ca.gov/financial-overall-work-program>.

ii. **REAP 2.0 Budget**

The adopted FY 2024-25 OWP included \$203 million in REAP 2.0 funding. Due to the pause of the program in FY24, the actual expenditures were less than anticipated. This caused a higher carryover adjustment to the REAP 2.0 balance in the FY 2024-25 OWP, increasing the REAP 2.0 funding by \$12.4 million.

The net increase of the \$12.4 million also included the program cost reductions that were made in response to the reduced award amount for the REAP 2.0 Program Budget Reduction as per the State's announcement. The original REAP 2.0 award amount was \$246 million which was reduced by \$14.5 million. In revising the REAP 2.0 budget to reflect the reduced award amount, the suballocation programs were prioritized and the reduction came predominantly from the removal of for the Regional Pilot Initiative Program (RPI) consultant carryover (\$14.6 million). The funding source of the RPI Program was switched to a different source to allow staff to move forward with the board approved projects. Staff are currently working on revising the grant scope document per the Department of Housing and Community Development (HCD) guidance. Further adjustments needed to reflect the final revised grant scope will be included in the future budget amendment. As a next step following HCD's approval of our revised REAP 2.0 scope, staff will execute the necessary documents with HCD to amend our grant agreements and budget. Any additional changes needed to the FY 2024-25 OWP to align with the approved HCD budget will be brought to the board in a future budget amendment.

iii. FTA Discretionary and Formula Grant Budget (FTA Grant)

This budget amendment results in an increase of \$26,911 to the FTA Grant Budget, increasing the budget from \$277,729 to \$304,640. The increase is due to the carryover adjustments of the local funding which supports the compliance monitoring effort.

iv. Indirect Cost Budget

This Budget Amendment results in a reduction of **(\$960,777)** to the Indirect Cost Budget, decreasing the budget from \$36,116,826 to \$35,156,049. The proposed changes include:

- (\$13,703) net reduction in Salaries and Allocated Fringe Benefits due to staffing changes;
- (\$460,351) reduction in Consultant/Consultant Other as well as (\$486,723) net reduction in Other Costs, including but not limited to Cloud Support, Software, Subscription, Printing and Travel costs, primarily due to our effort to achieve a leaner budget for the Indirect Cost activities.

The amended Indirect Cost Budget includes \$35.2 million for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program.

v. General Fund Budget

This Budget Amendment results in an increase of **\$135,000** to the General Fund Budget, increasing the total budget from \$3,089,698 to \$3,224,698. The increase is to account for the international travel costs for staff, which were approved by or to be reviewed by the Regional Council and for potential Capital Outlay costs.

B. Salary Schedule Update and Personnel Changes

Budget Amendment 1 includes removal of positions, additional positions, position upgrades, downgrade, and term extensions, as proposed in **Attachment 3**. These changes will result in a net 0 change for the total position count which will remain at 235.

In addition, included in this amendment is an update to the Salary Schedule to add a new Junior Planner classification. This addition will support the development and implementation of an entry-level cohort program. The Junior Planner classification and cohort program is intended to hire entry-level planning professionals to develop and equip them with the knowledge, skills, and tools to execute SCAG's mission and regional priorities at the local level upon completion of their term in the program. The updated salary schedule is included in **Attachment 4**.

Lastly, staff is requesting to authorize SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner. This will resolve any timing challenge between grant awards and SCAG's budget amendment process, allowing staff to swiftly move forward with recruitment of limited-term grant funded positions to successfully implement projects.

FISCAL IMPACT:

Budget Amendment 1 increases the FY 2024-25 Comprehensive Budget in the amount of \$30,867,046 increasing the FY 2024-25 Comprehensive Budget from \$403.7 million to \$434.6 million, which includes an increase to the FY 2024-25 OWP in the amount of \$30,657,159, increasing the OWP budget from \$396.1 million to \$426.7 million. After approval by the EAC and RC, Amendment 1 to the FY 2024-25 OWP will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Final Comprehensive Budget, including the Overall Work Program (OWP)
2. List of Budget Changes - FY25 Comprehensive Budget Amendment 1
3. List of Personnel Changes - FY25 Comprehensive Budget Amendment 1
4. Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1



RESOLUTION NO. 24-668-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2024-25 COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM (OWP)

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

REGIONAL COUNCIL OFFICERS

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- Executive/Administration Curt Hagman, County of San Bernardino
Community, Economic & Human Development David J. Shapiro, Calabasas
Energy & Environment Luis Plancarte, County of Imperial
Transportation Tim Sandoval, Pomona

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

WHEREAS, SCAG has developed the Fiscal Year (FY) 2024-25 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Budget; the General Fund Budget; the Indirect Cost Budget; and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget; and

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), and the Sustainable Transportation Planning Grants; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG's Regional Council approved the FY 2024-25 Comprehensive Budget including the OWP in May 2024, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in May 2024; and

WHEREAS, Amendment 1 to the FY 2024-25 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of \$30,657,159, from \$396,060,262 to \$426,717,421; an FTA Discretionary and Formula Grant budget increase of \$26,911, from \$277,729 to \$304,640, an Indirect Cost budget decrease of \$960,777, from \$36,116,826 to \$35,156,049; a General Fund budget decrease of \$135,000, from \$3,089,698 to \$3,224,698; and

WHEREAS, Amendment 1 to the FY 2024-25 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on November 7, 2024.

Attachment: Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Final Comprehensive Budget, including the Overall Work

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the Amendment 1 to the FY 2024-25 Comprehensive Budget including the OWP, and as further described in the recitals above, is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2024-25 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2024-25 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2024-25 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG's FY 2024-25 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required program updates to the Department of Housing and Community Development (HCD) for REAP 2.0 funding, as well as Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs, which includes grant projects entitled:
 - a. The Soboba Tribal Climate Change Adaptation Plan,
 - b. Southern California Airport Passenger Surface Transportation Study, and
 - c. Planning for Main Streets
8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 OWP that do not affect

the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.

9. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 General Fund Budget; the Indirect Cost Budget; the Fringe Benefit Budget; FTA Discretionary and Formula Grant Budget; and the TDA Budget that do not exceed the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
10. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 TDA Budget, including exceeding the TDA Budget approved by the Regional Council, for the purpose of allocating additional funding to projects that are included in the approved OWP, when such exceedance is necessary to execute or implement the OWP approved by the Regional Council.
11. The Executive Administration Committee, if authorized by the General Assembly through the General Fund budget adoption, and to be consistent with such delegation from the General Assembly, is delegated authority and authorized to make amendments to the FY 2024-25 General Fund Budget that do not impact the Membership Assessment Schedule, including amending the General Fund Budget approved by the General Assembly, when such exceedance is necessary to execute or implement the operational activities and the exceedance can be covered by the Unassigned General Fund balance.
12. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2024-25 Comprehensive Budget including the OWP.
13. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November, 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajjise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

FY 2024-25 Comprehensive Budget Amendment 1, including FY 2024-25 OWP Amendment 1 - Formal
List of Budget Changes

Director	Project Task No.	Project Task Name	DWP Category	Budget Change	K (non-DWP)	GF (non-DWP)	TDA (non-DWP)	Local (non-DWP)	CPG FHWA_PL	CPG FTA_5303	TDA	FHWA SPN	FTA 5304	SHA	FY23 581 Formula	FY24 581 Formula	FY25 581 Formula	FY24 OTS	FY25 OTS	DOE	SSA	FCC	FHWA Hwy's To Blvd	FY23 CRP	FY22 CMAQ	FY27 STBG	State Others	MSRC	ATP	IERS Grant	REAP AR 505	REAP 2021	Cash/Local Other	In Kind Commitments	DWP Page No.	Justification		
Julie Shroyer	811.1163.20	IT Systems Maintenance & Support	SCAG	(246,384)	(246,384)																																FTE updates for staff costs; staff budget update due to staffing changes	
Julie Shroyer	811.1163.21	Planning Systems Development & Support	CON	(250,000)	(250,000)																																	Budget reduction based on the anticipated work in FY25
Julie Shroyer	811.1163.21	Planning Systems Development & Support	SCAG	43,252	43,252																																	FTE updates for staff costs; staff budget update due to staffing changes
Julie Shroyer	811.1163.22	Planning Infrastructure - Aerial Imagery	SCAG	(18,800)	(18,800)																																	Budget reduction based on the anticipated work in FY25
Julie Shroyer	811.1163.23	Planning Infrastructure - Modeling	SCAG	-	-																																	Budget re-allocation within the same task across different cost categories (Cloud Services, Cloud Software to Cloud Support)
Julie Shroyer	811.1163.24	Planning Infrastructure - RDP	SCAG	-	-																																	Budget re-allocation within the same task across different cost categories (Cloud Support to Cloud Services)
Julie Shroyer	811.1163.25	GPS System & Software Support	CON	(1,500)	(1,500)																																	Budget reduction based on the anticipated work in FY25
		TOTAL		29,838,233.00	(860,777.00)	111,000.00	26,911.00	3,888,283.00	2,454,272.00	(1,039,888.00)	500,000.00	500,000.00	-	179,611.00	242,550.00	122,250.00	1,099,391.00	2,279,793.00	82,841.00	-	(283,683.00)	87,958.00	1,856,695.00	2,424,178.00	1,465,323.00	291,820.00	49,999.00	1,240,270.00	(866,570.00)	1,352,231.00	12,437,697.00	(154,790.00)	442,446.00					
		Indirect Cost Budget Change		966,777																																		
		Net Projected Indirect Cost and Fringe Benefits Cost Carryforward		47,876																																		
		TOTAL		30,807,946.00	(860,777.00)	111,000.00	26,911.00	3,888,283.00	2,454,272.00	(1,039,888.00)	500,000.00	500,000.00	-	179,611.00	242,550.00	122,250.00	1,099,391.00	2,279,793.00	82,841.00	-	(283,683.00)	87,958.00	1,856,695.00	2,424,178.00	1,465,323.00	291,820.00	49,999.00	1,240,270.00	(866,570.00)	1,352,231.00	12,437,697.00	(154,790.00)	442,446.00					

FY 2024-25 Comprehensive Budget Amendment 1
List of Personnel Changes

No.	Division	Proposed Position	Work-Time (WT) Budget	Allocated Fringe Benefits (FB)	Total (WT+FB)	Estimated FY25 Budget Impact
Removed Positions (n=9)						
1	Planning	Assistant Regional Planner (Limited Term)	(75,752)	(49,266)	(125,018)	(125,018)
2	Planning	Senior Regional Planner (Permanent)	(103,990)	(67,630)	(171,621)	(171,621)
3	Planning	Senior Regional Planner (Permanent)	(107,708)	(70,048)	(177,757)	(177,757)
4	Planning	Senior Economist (Permanent)	(130,970)	(85,177)	(216,147)	(216,147)
5	Planning	Planning Supervisor (Permanent)	(135,699)	(88,252)	(223,950)	(223,950)
6	IT	Solution Architect (Permanent)	(150,075)	(97,602)	(247,676)	(247,676)
7	IT	Audio/Video Technician (Limited Term)	(61,204)	(39,804)	(101,009)	(101,009)
8	HR	Principal HR Analyst (Permanent)	(117,623)	(76,496)	(194,120)	(194,120)
9	GPA	Government Affairs Officer (Permanent)	(82,712)	(53,792)	(136,504)	(136,504)
New Limited Term Positions (n=8) - New Positions budgeted at 0.5 FTE						
1	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
2	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
3	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
4	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
5	Planning	Principal Planner (Limited Term)	58,812	38,248	97,060	97,060
6	Finance	Budget and Grants Analyst (Limited Term)	45,160	29,370	74,530	74,530
7	Finance	Budget and Grants Analyst (Limited Term)	45,160	29,370	74,530	74,530
8	Finance	Senior Budget and Grants Analyst (Limited Term)	53,854	35,024	88,878	88,878
New Permanent Position (n=1) - New Position budgeted at 0.5 FTE						
1	Planning	Deputy Director (Permanent)	96,926	63,036	159,962	159,962
Limited-Term to Permanent Position Conversion (n=2)						
1	Finance	Budget and Grants Analyst (Permanent)				No Impact
2	Finance	Budget and Grants Analyst (Permanent)				No Impact
Position Upgrade (n=4)						
1	IT	Applications Administrator to Senior Applications Administrator	5,224	3,398	8,622	8,622
2	IT	Lead System Analyst to Applications Analyst Supervisor	6,750	4,390	11,139	11,139
3	IT	Lead Projects Manager to Department Manager	11,040	7,180	18,219	18,219
4	Planning	Senior Modeler to Principal Modeler	5,739	3,732	9,472	9,472
Position Downgrade (n=1)						
1	IT	IT PMO Supervisor to IT Projects Manager	(18,991)	(12,351)	(31,341)	(31,341)
Limited Term Position Extention (n=3)						
1	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	37,543	24,416	61,958	61,958
2	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	33,205	21,595	54,800	54,800
3	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	38,181	24,831	63,013	63,013
					Total	(547,446)

Updated Salary Schedule - FY25 Comprehensive Budget Amendment 01

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
1	Accountant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
2	Administrative Assistant	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
3	Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
4	Applications Administration Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
5	Applications Analyst Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
6	Applications Administrator	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
7	Assistant Modeler	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
8	Assistant Regional Planner	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
9	Associate Modeler	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
10	Associate Regional Planner	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
11	Audio/Video Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
12	Audio/Video Technician	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
13	Benefits Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
14	Budget and Grants Analyst	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
15	Chief Counsel	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
16	Chief Financial Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
17	Chief Government and Public Affairs Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
18	Chief Human Resources Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
19	Chief Information Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
20	Chief Operating Officer	\$261,221.67	\$125.59	\$318,690.44	\$153.22	\$376,159.21	\$180.85	Monthly
21	Chief Planning Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
22	Chief Strategy Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
23	Clerk of the Board	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
24	Communications Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
25	Community Engagement Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
26	Contracts Administrator	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
27	Creative Designer	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
28	Database Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
29	Department Manager	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
30	Deputy Clerk of the Board	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
31	Deputy Director (Division)	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
32	Deputy Legal Counsel	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
33	Executive Assistant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
34	Executive Director ^	flat	---	flat	---	\$393,460.00	---	Monthly
35	Facilities Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
36	Finance Associate	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
37	GIS Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
38	GIS Applications Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
39	GIS Database Administraor	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
40	Government Affairs Officer	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
41	Human Resources Analyst I	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
42	Human Resources Analyst II	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
43	Internal Auditor	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
44	IT PMO Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
45	IT Project Manager	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
46	IT Projects Assistant	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Hourly
47	Junior Planner	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
48	Lead IT Help Desk	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly

Attachment: Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1 (Resolution No. 24-668-1 Approving Amendment 1 to the

Updated Salary Schedule - FY25 Comprehensive Budget Amendment 01

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
49	Lead Projects Manager	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
50	Lead Systems Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
51	Legislative Affairs Analyst	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
52	Management Analyst	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
53	Modeling Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
54	Office Assistant	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
55	Office Services Specialist	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
56	Payroll Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
57	Planning Administration Officer	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
58	Planning Supervisor	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
59	Principal Accountant	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
60	Principal Budget and Grants Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
61	Principal Contracts Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
62	Principal Human Resources Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
63	Principal Management Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
64	Principal Modeler	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
65	Principal Planner	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
66	Public Affairs Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
67	Senior Accountant	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
68	Senior Administrative Assistant	\$64,399.93	\$30.96	\$75,669.92	\$36.38	\$86,939.91	\$41.80	Hourly
69	Senior Applications Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
70	Senior Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
71	Senior Audio/Visual Technician	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
72	Senior Budget & Grants Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
73	Senior Contracts Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
74	Senior Creative Designer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
75	Senior Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
76	Senior Deputy Legal Counsel	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
77	Senior Economist	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
78	Senior GIS Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
79	Senior GIS Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
80	Senior Government Affairs Officer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
81	Senior Human Resources Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
82	Senior IT Quality Assurance Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
82	Senior IT Quality Assurance Analyst *applies to employees hired before 12/31/2022	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
83	Senior Legislative Affairs Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
84	Senior Management Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
85	Senior Modeler	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
86	Senior Network Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
87	Senior Office Services Specialist	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
88	Senior Public Affairs Specialist	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
89	Senior Regional Planner	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
90	Senior Systems Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
91	Solutions Architect	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
92	Special Events Producer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
93	Web/Content Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly

Attachment: Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1 (Resolution No. 24-668-1 Approving Amendment 1 to the



MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, SEPTEMBER 5, 2024

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Sup. Curt Hagman, President		San Bernardino County
Hon. Ray Marquez, 2nd Vice President	Chino Hills	District 10
Hon. Art Brown, Imm. Past President	Buena Park	District 21
Hon. David J. Shapiro, Chair, CEHD	Calabasas	District 44
Hon Rocky Rhodes, Vice Chair CEHD	Simi Valley	District 46
Hon. Luis Plancarte, Chair, EEC		Imperial County
Hon. Jenny Crosswhite, Vice Chair EEC	Santa Paula	District 47
Hon. Mike Judge, Vice Chair, TC	VCTC	Ventura County
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68
Hon. Jose Luis Solache, Vice Chair, LCMC	Lynwood	District 26
Hon. Wendy Bucknum, President’s Appt.	Mission Viejo	District 13
Hon. Jan Harnik, President’s Appt.	RCTC	Riverside
Hon. Alan Wapner, President’s Appt.		SBCTA Representative
Hon. Lucy Dunn		Business Representative
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corp.	TGRP Representative

Members Not Present

Hon. Cindy Allen, 1 st Vice President	Long Beach	District 30
Hon. Tim Sandoval, Chair, TC	Pomona	District 38
Hon. Karen Bass, President’s Appt.	Los Angeles	Member-At-Large

Staff Present

Kome Ajise, Executive Director



Darin Chidsey, Chief Operating Officer
Sarah Jepson, Chief Planning Officer
Julie Shroyer, Chief Information Officer
Michael Maurer, Assistant Board Counsel
Jeffery Elder, Chief Counsel/Director of Legal Services
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Curt Hagman called the meeting to order at 9:02 a.m. President Hagman asked Patricia Lock Dawson, Riverside, District 68, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. 2024 California Clean Air Day Proclamation

There were no public comments for Item 2.

Executive Director Ajise reported this item was for a Regional Council proclamation pledging SCAG's support for California Clean Air Day. He shared the California Clean Air Day encouraged individuals and organizations to commit to contributing to cleaner air through actions both big and small. He stated that the year before, more than 16,500 individuals made more than 125,000 clean air action pledges; 22 transit agencies provided free rides on buses, trains, bike share programs, and ferries; and 121 California Clean Air Day events took place virtually and in-person. He stated SCAG has

participated in the annual California Clean Air Day in the past by signing the organizational pledge, encouraging our 197 member jurisdictions to explore actions and pledges, encouraging SCAG staff to take the California Clean Air Day pledge – and approving a proclamation similar to the one before them. He stated SCAG’s regional planning policies, programs, strategies, and initiatives, as reflected in the adopted Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and the 2025 Federal Transportation Improvement Program, would continue to have an important role in achieving significant air quality improvements in the SCAG region.

A MOTION was made (McCallon) to recommend that the Regional Council approve and adopt proclamation in support for and declaration of 2024 California Clean Air Day. Motion was SECONDED (Brown) and passed by the following votes:

- AYES:** Brown, Bucknum, Crosswhite, Hagman, Harnik, Judge, Lock Dawson, Marquez, McCallon, Plancarte, Rhodes and Shapiro (12)
- NOES:** None (0)
- ABSTAIN:** None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Wendy Bucknum, Mission Viejo, District 13 requested to pull Item No. 5 from the Consent Calendar.

Bucknum moved the remainder of the Consent Calendar and was seconded by Shapiro.

Before the Committee voted on the motion, President Hagman provided some comments on some of the Consent Calendar items. He stated both he and Executive Director Ajise were going to be traveling to a conference and the flights were going to be quite long. He shared he had traveled extensively for San Bernardino County, and they had a different policy. He stated other boards had different policies where if flights were for an extended period of time, they could upgrade from coach because you [are beat] on a coach flight for 14 hours. He stated this was something he wanted to bring up to the group. He explained how other policies allow members to upgrade from coach to coach plus or business depending on the length of the flight. He stated this was something he wanted to get consensus on and clarified there was no action to be taken. He stated he wanted to get feedback and provided the Executive Director and Chief Operating Officer with direction to look at what other agencies were doing. He stated they would go through [the Regional Council] to see what would be appropriate.



Michael Maurer, Assistant Board Counsel, noted this vote did not include Item 5 on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – July 31, 2024
3. Amendment to Lodging Reimbursement Policy in the Regional Council Policy Manual
4. Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-C06, Temporary Worker Services
5. SB 960 (Wiener) - Transportation: Complete Streets Facilities: Transit Priority Facilities
6. SCAG Memberships and Sponsorships

Receive and File

7. Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold
8. CFO Monthly Report

A MOTION was made (Bucknum) to approve Consent Items 2 through 4 and 6 and Receive and File Items 7-8. Motion was SECONDED (Shapiro) and passed by the following votes:

AYES: Brown, Bucknum, Crosswhite, Hagman, Harnik, Judge, Lock Dawson, Marquez, McCallon, Plancarte, Rhodes, Shapiro and Solache (13)

NOES: None (0)

ABSTAIN: None (0)

The EAC members entered into discussions regarding Consent Item 5.

Member Bucknum explained a presentation was not necessary for Item No. 5 as she pulled the item because she wanted to vote differently on it.

Executive Director Ajise explained SB 960 was a Weiner bill that was intended to do more in terms of what Caltrans does with Caltrans projects to encourage active transportation facilities on State highways. He stated it had been contested very hotly across the plane, and there were a lot of negotiations. He stated he talked to the Caltrans Director about it, and he shared the Department

was on board with the bill. He stated that there was opposition because of the amendments that were made to the bill. He explained that the intent of the amendments were really to show that Caltrans was already doing some of [these things therefore] why make it into law. Additionally, he stated that the point the other side was making was that they were not getting enough of what Caltrans was supposed to be doing already and this made it more certain. He explained there was a provision in the law that said “to the extent possible” therefore it was not a mandate that Caltrans had to absolutely do this everywhere. He stated it had to be what was reasonable to do and there were sections of the State highway system that they could not put active transportation facilities on. He stated this was more of a due diligence effort with SB 960, and they had felt compelled that it was okay to support it given the amendments to the bill.

Member Bucknum stated she continued to be concerned with the SB 960’s requirements to have Caltrans justify every SHOPP project that does not have the complete streets element which [the Executive Director had mentioned]. She stated it seemed to be overkill, and a significant investment of Caltrans's time. She stated she did not know if they had gone on record to support, and maybe it was something they did not do. She stated it seemed that the SHOPP projects were for the most part projects that involved maintenance and safety and the reserivicing of the State highway system. She stated that for this reason she really could not support this bill. She indicated that she welcomed any input from their county transportation commissions and if so, why they support the bill. She stated she would be voting against it but respected her colleagues and staff's report on it.

Jan Harnik, RCTC Representative, stated she wanted member Bucknum to explain more. She asked her what her apprehension was.

Member Bucknum explained she thought that by supporting this it meant they were going too far. She stated she thought they should be taking the same position as Caltrans. She stated she thought maybe they could just support if amended however the amendments did not seem to make a big difference, therefore in her view and in good conscience and because the COG also voted to not support this, she would be voting no.

Jose Luis Solache, Lynwood, District 26, stated that while respecting member Bucknum’s perspective, the committee had not moved forward with the item as they knew it was important for SCAG. He stated member Bucknum’s comments were going to be taken care of by staff, and that they would be vigilant to how they proceed with this moving forward, so they report back to the committee and the Regional Council at the appropriate time.

A MOTION was made (Solache) to approve Consent Item 5. Motion was SECONDED (Brown) and passed by the following votes:

AYES: Crosswhite, Hagman, Harnik, Lock Dawson, Marquez, McCallon, Plancarte, Shapiro

and Solache (9)

NOES: Brown, Bucknum and Rhodes (3)

ABSTAIN: None (0)

There were no public comments for the CFO report, President's report or the Executive Director's report.

CFO REPORT

Cindy Giraldo, Chief Financial Officer, provided an update on SCAG's membership dues collection. She reported they had collected 91% of all of their membership dues for fiscal year 25. Additionally, she stated that this month's report included quarterly updated charts, and their first look at their preliminary numbers for fiscal year 24. She stated the agency's Controller was doing an excellent job preparing their books and records for the preparation of their annual comprehensive financial report (ACFR). She reported Eide Bailey was continuing their audit field work through October, and their hope was to bring the final ACFR to the EAC and the board in December. Furthermore, she reported Caltrans had completed their incurred cost audit of SCAG. She stated the audit concluded that their costs were adequately supported, resulting in \$0 dollars of findings. She stated they did have three recommendations based on compliance issues while they were performing their field work. Lastly, she stated they were confident they would be able to address those and that they would be reviewing the report in detail with the Audit Committee.

Executive Director Ajise stated that what the CFO did not mention was there were no findings on procurement. He stated it had been a clean audit and that this had been the follow up audit to the audit from four years ago that had been close to disastrous. He stated he wanted to ensure they had some context to the subtle presentation the CFO had just presented. He stated they had a great audit by Caltrans.

PRESIDENT'S REPORT

President Hagman provided an update on the schedule change [for meetings]. He thanked members, stating this was what they had pre-COVID. He stated it allowed them to be very efficient in one day meetings. He shared he wanted to spend more time discussing issues versus doing roll call votes with 84 members on the [Regional Council] because that took a lot of time. He stated he asked staff to pull up the participation levels of remote versus in person and it had turned out that they had more participation in person than they did remotely. He reported that at the EAC retreat they decided this would be the new format they were going to move forward with. Additionally, he stated there were scheduling changes to the policy committees where members still had the

opportunity to participate remotely and formatting changes to the Regional Council meetings. He explained the goal was to have the hard work at the committees and wanted the committee chairs to report out at the Regional Council meeting. Furthermore, he reported that in observance of Rosh Hashanah they would not be meeting in October. He also reported that in December they would be incorporating the Economic Summit alongside the regular regional economic analysis. He stated this format would allow for in-depth discussion among the Regional Council members about the analysis after the business of the day. President Hagman also reported that SCAG-sponsored bill AB 2485 had been held in the Senate Appropriations Committee. He stated this was the bill to increase transparency measures in the Regional Housing Needs Assessment determination process. He stated the plan was to bring this item back to the members at another time and it would also be discussed at the LCMC meeting. Furthermore, he stated the Senate Appropriations Committee held 34 percent of its 515 measures, including AB 2485 and that the typical hold rate was about 25 percent. President Hagman also provided an update on the tour of Port of Hueneme. He shared that at the end of the harbor tour, they had a very nice ceremony for [former Regional Council Member Carmen Ramirez]. Lastly, he reported that the next EAC meeting would be taking place on November 7.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise provided an update about their ongoing issue with the EPA related to air quality standards. He shared that as it was previously reported in July, they collectively as a region with AQMDs lead, resolved the EPA's proposed disapproval of the 2019 contingency measure plan and as a result of that, prevented highway sanctions in the region. He stated that in August the EPA had another proposed action, which was a finding of failure of the South Coast region to attain the 1997 Federal ozone standards. He stated this was a follow up to what had already been resolved because the 1997 ozone standard had been revoked. He stated this finding upon finalization, would not trigger any highway sanctions. He shared that as a result there would be no impact to the RTP/SCS. Furthermore, he explained it would not trigger any air quality planning requirements by the South Coast Air District. He shared that the good news was that SCAG had received \$50 million dollars in EPA funds from the CPRG program which would be directed at the Last Mile Freight Program. He said this was a big win for them. Additionally, he reported they had hosted the 5th meeting of the Transit Transformation Task Force. He explained this was a task force that was set up under SB 125. He stated they had highlighted SCAGs regional approach to planning for transit at the meeting and discussed policy recommendations SCAG had in its plan, but also policy recommendations that this task force will take to the legislature as required by the end of 2025 in support of President Hagman's presidential priorities for the year, and the work of the task force. He reported they had invited three speakers to the Regional Council [meeting] to have a conversation with the Regional Council about transit recovery and technology and hoped they could join in that conversation. Lastly, he reported how in August there was a Paris observation tour and in anticipation of the 2028 Olympics and Paralympics in Los Angeles, SCAG staff had been working

with LA28, LA Metro, Caltrans, LADOT, the LA Mayor's office, and Metrolink to develop mobility plans and pursue State and Federal funds to support the transmission infrastructure they will need for the region. He stated that during the 2028 Olympic games, SCAG would support several mobility strategies in that process, and were working very closely with their stakeholders to set that up. He stated they were leading the work on freight transportation demand management and the overall demand management efforts across the SCAG region. He reported SCAG sent two staff members to Paris as part of the observation program and gave Chief Planning Officer Sarah Jepson and Deputy Director - Transportation, Annie Nam an opportunity to briefly share their experience in Paris.

Ms. Jepson and Ms. Nam shared with the EAC their experience and observations while in Paris. They touched on the sessions they attended which were focused on fleet management. They also shared their positive experience with the Paris government, specifically the sessions that were held for LA and other cities that will be hosting the Olympics in the future to help them understand what it took to put on the games in Paris. They discussed their experience on a bike tour of the city and shared what had been done in the city to make it safe and comfortable for everyone to ride bikes. They also provided an update on the Paris transportation demand management strategy. They shared how they strategically created public spaces where they projected the games on a big screen for the community to gather around to avoid residents flooding the areas of the venues while trying to get people in and out and to also avoid clogging up the transportation system. Lastly, they shared their big takeaways were the huge levels of collaboration needed across all levels of government, the transit agencies, the city, the federal government, the metropolis of Paris, the sports federations, the volunteers, and the sponsors. They shared it was a lot that must come together for these games to be successful, and they felt Paris did a tremendous job.

ADJOURNMENT

There being no further business, President Hagman adjourned the Meeting of the Executive Administration Committee at 3:45 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

2024-25																	Total Mtgs Attended To Date	
MEMBERS	CITY	Representing	6-Jun	27-Jun	28-Jun	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Curt Hagman, President, Chair		San Bernardino County	1	1	1	1	D	1									5	
Hon. Cindy Allen, 1st Vice Chair	Long Beach	District 30	1	1	1	1		0										4
Hon. Ray Marquez, 2nd Vice Chair	Chino Hills	District 10	1	1	1	1		1										5
Hon. Art Brown, Imm. Past President	Buena Park	District 21	1	1	1	1		1										5
Hon. David J. Shapiro, Chair, CEHD	Calabasas	District 44	1	1	1	1		1										5
Hon. Rocky Rhodes, Vice Chair, CEHD	Simi Valley	District 46	1	1	1	1		1										5
Sup. Luis Plancarte, Chair, EEC		Imperial County	1	1	1	1		1										5
Hon. Jenny Crosswhite, Vice Chair, EEC	Santa Paula	District 47	1	1	1	1	A	1									5	
Hon. Tim Sandoval, Chair, TC	Pomona	District 38	0	0	1	1		0										2
Hon. Mike Judge, Vice Chair, TC		VCTC	1	0	0	1	R	1									3	
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68	0	1	1	1		1										4
Hon. Jose Luis Solache, Vice Chair, LCMC	Lynwood	District 26	1	1	1	1		1										5
Hon. Karen Bass, President's Appt.	Los Angeles	Member-At-Large		0	0	1	K	0									0	
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13	1	0	1	1		1										4
Hon. Jan Harnik, President's Appt.		RCTC	1	1	1	1		1										5
Hon. Larry McCallon, President's Appt.		Air District Representative		1	1	1	1	1									4	
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	0	1	1	1	K	1									4	
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Mar	Business Representative	0	1	1	1		1	1									4
			12	14	16	18	0	15	0	0	0	0	0	0	0	0	0	74

Attachment: EAC Attendance Sheet 2024-25 (Minutes of the Meeting - September 5, 2024)



AGENDA ITEM 5 REPORT

Southern California Association of Governments
November 7, 2024

2025 Schedule of Regular Meetings

[Approved by the Regional Council: Tentative]

All regular meetings of the Executive/Administration Committee, Policy Committees, and Regional Council are scheduled on the 1st Thursday of each month. ***Dates are subject to change***

THURSDAY		
Executive/Administration Committee (EAC) - <i>In Person</i>	9:00 AM - 9:50 AM	Policy Room B
Community, Economic and Human Development (CEHD) Committee - <i>Hybrid (In Person and Remote)</i>	10:00 AM - 11:45 AM	Policy Room B
Energy and Environment Committee (EEC) - <i>Hybrid (In Person and Remote)</i>	10:00 AM - 11:45 AM	Policy Room A
Transportation Committee (TC) - <i>Hybrid (In Person and Remote)</i>	10:00 AM - 11:45 AM	Board Room
Regional Council (RC) - <i>In Person</i>	12:15 PM - 2:00 PM	Board Room

Executive Administration Committee, Regional Council and Policy Committees
January 2, 2025 - <i>No Meetings (DARK)</i>
February 6, 2025 - <i>EAC, Joint Policy Committee and RC meetings (No individual Policy Committees)</i>
March 6, 2025
April 3, 2025
April 30 - May 2, 2025 (Wednesday - Friday) <i>SCAG 2025 Regional Conference and General Assembly, Palm Desert</i>
June 5, 2025
July 3, 2025
August 7, 2025 - <i>No Meetings (DARK)</i>
September 4, 2025
October 2, 2025 - <i>No Meetings (DARK) due to Yom Kippur</i>
November 6, 2025
December 3, 2025 - <i>Special EAC Meeting</i>
December 4, 2025 - <i>Economic Summit (No Policy Committees or Regional Council Meetings)</i>



AGENDA ITEM 6
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Master Fund Transfer Agreement with the State of California Department
of Transportation (Caltrans) for the period of January 1, 2025, through
December 31, 2034

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 24-668-2 (Attachment 1), executing the Master Fund Transfer Agreement (MFTA) with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, to December 31, 2034; and authorizes the Executive Director, or their designee, to complete the necessary steps to execute the MFTA.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 24-668-2 (Attachment 1), executing the Master Fund Transfer Agreement (MFTA) with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, to December 31, 2034; and authorizes the Executive Director, or their designee, to complete the necessary steps to execute the MFTA.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Master Fund Transfer Agreement (MFTA) is required for the Southern California Association of Governments (SCAG) to receive both state and federal transportation funds administered by the State of California Department of Transportation (Caltrans). The MFTA is essential for managing the allocation and administration of federal and state transportation planning funds to Metropolitan Planning Organizations (MPOs) like SCAG. SCAG's current MFTA with Caltrans is set to expire on December 31, 2024, necessitating the adoption of a new agreement. The new MFTA will have a ten-year term extending from January 1, 2025, to December 31, 2034. The new MFTA is substantially consistent with our current MFTA with language changes predominately focused on clarifying existing requirements.

BACKGROUND:

The Master Fund Transfer Agreement (MFTA) is essential for managing the allocation and administration of federal and state transportation funds to Metropolitan Planning Organizations (MPOs) like the Southern California Association of Governments (SCAG). This document outlines the procedures for distributing and overseeing transportation funds, ensuring that planning and related initiatives align with federal regulations, specifically 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D.

Each MPO must develop and submit an Overall Work Program (OWP) annually, which must be adopted by its Board in accordance with the MFTA. This ongoing, multi-year agreement remains in effect until amended or replaced. SCAG's current MFTA with Caltrans is set to expire on December 31, 2024, necessitating the adoption of a new agreement. Consistent with the current MFTA, the new MFTA will have a 10-year term, with the term extending from January 1, 2025, to December 31, 2034. The new MFTA is substantially consistent with our current MFTA with language changes predominately focused on clarifying existing requirements.

To meet Caltrans requirements, the MFTA (Attachment 2) must include an executed board resolution, which must be submitted to Caltrans by November 15, 2024.

The revised MFTA will secure continued access to vital funding for regional transportation planning and program implementation. It will enable SCAG to effectively receive and manage funds from federal and state legislation, including the Infrastructure Investment and Jobs Act (IIJA), while also allowing for adaptability in response to new funding sources from recently enacted or future transportation laws. This flexibility is crucial for addressing the evolving needs and priorities of the region.

FISCAL IMPACT:

This execution of the MFTA will extend access to both federal and state transportation planning funds, approximating \$35 million annually.

ATTACHMENT(S):

1. Resolution No. 24-668-2 SCAG 2025 MFTA
2. 2025 MPO MFTA



RESOLUTION NO. 24-668-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AND AUTHORIZING THE EXECUTION OF THE MASTER FUND TRANSFER AGREEMENT FOR THE PERIOD OF JANUARY 1, 2025, TO DECEMBER 31, 2034

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

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) Section 6502 et seq.;

WHEREAS, SCAG has been designated by the State of California as the Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura;

WHEREAS, SCAG receives federal and state funding administered by the California Department of Transportation, Office of Regional and Community Planning;

WHEREAS, the California Department of Transportation, Office of Regional and Community Planning, which administers the funds detailed in the Master Fund Transfer Agreement (MFTA), requires the execution of a MFTA authorized by a resolution from the governing board of a local or regional agency;

WHEREAS, SCAG is an eligible recipient of federal, state, and local funding;

WHEREAS, the Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

WHEREAS, SCAG intends to delegate the authority to execute any agreements and amendments to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments:

- 1. That the MFTA with the California Department of Transportation, Office of Regional and Community Planning is approved.
2. That the Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute the MFTA with the California Department of Transportation.
3. That SCAG agrees to comply with all conditions and requirements outlined in the MFTA, as well as applicable statutes, regulations, and guidelines for all state and federal funds administered by the California Department of Transportation, Office of Regional and Community Planning.

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

Community, Economic & Human Development David J. Shapiro, Calabasas

Energy & Environment Luis Plancarte County of Imperial

Transportation Tim Sandoval, Pomona

Attachment: Resolution No. 24-668-2 SCAG 2025 MFTA (Master Fund Transfer Agreement with the State of California Department of

4. That the Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to undertake any further actions necessary to implement the MFTA, including executing amendments and other documents requiring the signature of an official representative of SCAG.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November, 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
MASTER FUND TRANSFER AGREEMENT

Recipient: Southern California Association of Governments (SCAG) Metropolitan Planning Organization (MPO)

Effective Date of this Agreement: January 1, 2025

Termination Date of this Agreement: December 31, 2034

FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK PROGRAM AGREEMENT

- ◆ Federal Highway Administration (FHWA)--Metropolitan Planning (PL)
- ◆ FHWA State Planning and Research (SPR)--Partnership Planning
- ◆ Federal Transit Administration (FTA)--Metropolitan Planning Section 5303
- ◆ FTA State Planning and Research--Section 5304
- ◆ State Highway Account (SHA)
- ◆ State Rural Planning Assistance (RPA)
- ◆ Road Maintenance and Rehabilitation Account (RMRA)
- ◆ Any other Federal or State funds administered by and through the California Department of Transportation, Office of Regional and Community Planning

This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as MPO [as authorized in section 134 of Title 23 of the United States Code (23 USC Section 134), section 450.104 of the Code of Federal Regulations (23 CFR section 450.104), and Part 200 of Title 2 of the Code of Federal Regulations (2 CFR Part 200)], and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to MPO by STATE for all these types of funds.

RECITALS

A. These funds may include, without limitation, federal Consolidated Planning Grants, and

any other Federal or State funds administered by and through the Department of Transportation, Office of Regional and Community Planning.

Consolidated Planning Grants consist of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning (SPR); and (iv) FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

The State funds administered by the Office of Regional and Community Planning include but are not limited to: (i) State Rural Planning Assistance, (ii) State Highway Account (SHA); and (iii) Road Maintenance and Rehabilitation Account (RMRA) funds.

- B. Upon appropriation of funds and pursuant to Public Utilities Code (PUC) sections 99311 and 99311.1, STATE is required to pass-through Federal and State funds made available for transportation planning purposes to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these Federal and State funds in accordance with the intent of law and policy.
- D. STATE agrees to notify MPO annually in writing of the anticipated level of State and Federal Planning funds that may be available to MPO for each subsequent year's approved Overall Work Program, hereinafter referred to as OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in APPENDIX A, set forth the entire terms and conditions under which these funds are to be expended by MPO for the fiscal year period of that annual OWP and annual OWPA.
- F. The provisions set forth in this MFTA shall only apply to funds administered in whole or in part through this agreement. No provisions of this MFTA shall extend to or govern the use of funds that are not allocated or transferred under this agreement.

ARTICLE 1-PROGRAM ADMINISTRATION

Section 1. Overall Work Program and Overall Work Program Agreement

- A. MPO agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D, for approval by STATE, FTA and FHWA, as applicable. This submittal, due no later than each March 1, shall describe MPO's next fiscal year transportation planning program (fiscal year refers to the State fiscal year of July 1 to June 30).

- B. Each annual OWP and OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.
- C. MPO shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. MPO will annually include a signed "FHWA and FTA Metropolitan Transportation Planning Process Self-Certification" form, a signed FTA "Certifications and Assurances for FTA Assistance" form (refer to Article IV, Section 1), a signed "California Department of Transportation Debarment and Suspension" form, and a signed "Disclosure of Lobbying Activities" form in each annual OWP (APPENDIX E).
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE, the FTA and FHWA; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to MPO until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.
- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA or OWPA amendment. Costs incurred by MPO prior to OWP approval or conditional approval are incurred at MPO's risk and will not be reimbursed until State and Federal approval.
- G. MPO shall request and obtain from the STATE the final annual allocation amount for FHWA PL and FTA 5303. MPO is encouraged to program the full annual allocation amount by means of an approved and fully executed OWP/A amendment, no later than May 1 of each fiscal year. Funds not programmed by MPO for that fiscal year will lose Obligation Authority (OA) and be subject to Federal rescission. MPO will not be able to use the unprogrammed OA prior to submitting a justification to STATE and obtaining approval from both STATE and the Department of Transportation, Office of Federal Resources.
- H. MPO agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- I. MPO will identify in sufficient detail to indicate who (e.g., State, MPO, public transit operator, local government, or consultant) will complete the activities and products in the OWP work elements, including all work that is to be completed through a third-party contract and funded, in whole or in part, under the terms and conditions of this

Agreement.

- J. STATE agrees to pass-through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products specified in the annually approved OWP funded from State and Federal sources and will be encumbered by STATE.
- K. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed after the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- L. MPO may incur costs against its approved annual OWP and may submit Requests for Reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as funds are included in that fiscal year's annual State Budget which is passed by the Legislature and signed by the Governor.
- M. MPO shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match, in accordance with the provisions of 23 CFR 420.119 and 2 CFR 200.306.
- N. MPO further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the MPO Board of Directors and subsequently approved by STATE, FTA, and FHWA, as applicable, prior to initiating any work identified in those amendments; however, MPO is not required to pause work that was previously authorized. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to or deleting funds from a work element; incorporating carryover funds; or altering the scope of work. Administrative amendments are not required to be adopted by the MPO Board of Directors. If a work element or project cannot be completed as originally approved, MPO will report this in its Quarterly Progress and Expenditure Report and must amend the OWP/annual OWPA accordingly. Amendments to the OWP and annual OWPA must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, MPO will notify STATE via mail or electronic mail of administrative OWP changes that do not affect overall funding, scope of work, or project schedule.
- O. MPO acknowledges and agrees that MPO is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.

- P. MPO shall be free to copyright the material developed under work items identified in the OWP provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

Section 2. Quarterly Progress and Expenditure Reports

- A. MPO agrees to submit to STATE, no later than thirty (30) calendar days after the close of each of the first three quarters, Quarterly Progress and Expenditure Reports that include all work elements for transportation planning tasks, projects, and products funded wholly or in part by any of the fund sources listed in the "Recitals" section of this MFTA. MPO agrees to submit to STATE the Quarterly Progress and Expenditure Report for each fourth quarter no later than sixty (60) calendar days after the close of the quarter. STATE may withhold payment of the final Request for Reimbursement submitted pending the submission of the fourth quarter Quarterly Progress and Expenditure Report.

In accordance with the latest adopted Regional Planning Handbook, Quarterly Progress and Expenditure Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum the following:

- A brief narrative describing work progress, progress in adhering to schedules, and schedule changes;
 - A list of tasks and products completed during the quarter;
 - Percent comparison of actual performance with work element-level goals and deliverables;
 - Status of expenditures by work element, funding source, and type, in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
 - Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress and Expenditure Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT

Section 1. Requests for Reimbursement

- A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:

1. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by MPO consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by MPO's accounting system. MPO must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date but must also have paid those expenses.
2. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by MPO. This submission must be consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and include the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by the MPO accounting system. The MPO accounting system must adhere to Generally Accepted Accounting Principles. This adherence enables the determination of allowable incurred costs by accruing due to the costs billed to the MPO and recognized by the MPO as valid, undisputed, due, and payable.
3. By submitting accrued but unpaid costs for reimbursement, MPO agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest incurred must be timely remitted to STATE. Reimbursed incurred costs not paid to the billing entities by MPO within forty-five (45) days of MPO's receipt of STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE. MPO agrees to submit a revised Disadvantage Business Enterprises Utilization Report (ADM 3069) as soon as reimbursement occurs.

If MPO is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the ten (10) working day grace period, MPO must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, MPO agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B3, a detailed financial management system report from the MPO accounting system which denotes those reimbursable costs, as well as those used for local match, were either expended or incurred, as applicable.
- C. STATE agrees to make reimbursements to MPO, in conformance with Federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B) that includes all required information, as applicable, (conforming to the format in section B) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to MPO unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 2 CFR 200.305.

Section 2. Travel and Per Diem Reimbursement

- A. Payments to MPO for travel and subsistence (per diem) expenses of MPO staff and its contractors and subcontractors claimed for reimbursement using funds administered through this Agreement or as local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Human Resources (CalHR) rules unless written verification is supplied that government hotel rates are not commercially available to MPO, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process. The requirements of this section shall only apply to direct project costs and do not extend to indirect costs allocated through a federally approved Indirect Cost Rate Proposal.

Section 3. Final Request for Reimbursement and OWP Closeout Documentation

- A. MPO shall electronically submit an OWP/annual OWPA closeout documentation package and OWP final products to STATE no later than August 31st of each fiscal year. The closeout package shall conform to the format provided in APPENDIX C.
- B. The closeout package must be attached to a transmittal letter, typed on MPO letterhead. Failure to submit these documents by August 31st of each fiscal year may

result in STATE withholding future apportionments and/or allocations to MPO. STATE election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE ability to initiate subsequent withholdings.

- C. Upon receipt of the required closeout documentation and OWP final products, STATE will issue a reconciliation letter to MPO stating the amount of unspent funds available to be carried over to the subsequent year's OWP. MPO may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the MPO executive director or his or her appointee, and submittal of the signed letter to STATE. Any funds that are identified in the reconciliation letter, but not programmed by May 1 each year in which the letter is issued, will be forfeited.

Section 4. Funding Contingencies

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

ARTICLE III - AUDITS AND REPORTS

Section 1. Cost Principles

- A. MPO agrees to comply with 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as applicable.
- B. MPO agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR Part 200); and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR Part 200. Every sub-recipient receiving project funds as a contractor, subcontractor, or sub-grantee under this MFTA shall comply with Federal administrative procedures in accordance with 2 CFR Part 200.
- C. MPO agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)

- A. Prior to MPO seeking reimbursement of indirect costs, MPO must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).
- B. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in 2 CFR part 200, is USDOT and/or STATE, MPO agrees and will require subrecipient to comply with section 2A.
- C. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient ICAP is approved by a cognizant federal agency other than USDOT, MPO agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.
- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise MPO of additional documentation or changes needed to meet Federal and State requirements. MPO agrees to provide requested documentation or required changes, and if MPO is non-compliant the submissions may be returned to MPO if requested documentation is not provided or required changes are not made.
- E. Material audit adjustments will require reimbursement to STATE or adjustment to subsequent years ICAPs if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.
- F. MPO agrees and shall require that all its agreements with subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

Section 3. Record Retention/Audits

- A. MPO, its contractors, subcontractors and sub-recipients, agree to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. MPO shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books, records and supporting documents connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA,

whichever is later, and shall make all such supporting information available for inspection, copying and audit by representatives of STATE, the California State Auditor, or the Federal Government upon request. Copies will be made and furnished by MPO, its contractors, its subcontractors and sub-recipients upon request made by STATE or its agents at no cost to STATE. Scanned original documents in electronic form are suitable to meet this requirement.

- B. MPO shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc.) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- C. For the purpose of determining compliance with Government Code Section 8546.7, in connection with the performance of MPO contracts and/or agreements with third parties, MPO, MPO sub-recipients, contractors, and subcontractors which are funded in whole or in part with the funds administered through the this MFTA, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts/ and/or agreements for audits, examinations, excerpts, and transactions, and MPO shall furnish copies thereof if requested.
- D. Where applicable, MPO agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local Assistance Procedure Manual, Chapter 10 or any successor thereto.
- E. MPO agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under MPO single audit prepared in compliance with 2 CFR Part 200, subpart F. MPO is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.

- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of MPO pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. MPO agrees to furnish documentation to STATE supporting this requirement that all its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA do contain provisions requiring adherence to this section in its entirety, as applicable.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse MPO from full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

ARTICLE IV - MISCELLANEOUS PROVISIONS

Section 1. Federal Certifications and Assurances

- A. MPO shall comply with the FHWA "Metropolitan Transportation Planning Process Self-Certification" requirements in accordance with 23 CFR 450.334 and the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58) and the successors thereto. This certification is provided annually by FHWA and FTA. It may include, but is not limited to:
 - I. 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 part 450;
 - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1 and 49 CFR Part 21);
 - IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - V. Section 1101 (b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - VI. 23 CFR Part 230, regarding the implementation of an equal employment

opportunity program on Federal and Federal-aid highway construction contracts;

- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - VIII. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- B. MPO shall comply with the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in the *Federal Register*, and found online at <https://www.transit.dot.gov>.

The Federal Certification may include, but is not limited to the following areas under "Assurances Required of Each Applicant:"

1. Standard Assurances
 2. Standard Assurances: Additional Assurance for Construction Projects
 3. Procurement
 4. Suspension and Debarment
 5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding
 6. American Rescue Plan Act Funding
- C. MPO shall comply with the "California Department of Transportation Debarment and Suspension Certification" as required by U.S. DOT regulations on governmentwide Debarment and Suspension (non-procurement), 49 CFR 29.100.

- D. Copies of these annual Certifications and Assurances shall be included by MPO in each final OWP.
- E. MPO shall comply, and shall require its contractors, subcontractors, and subrecipients receiving funds or entering into agreements funded in whole or in part with funds administered through this MFTA, to comply, with these Certifications.
- F. MPO agrees to furnish documentation to STATE to support this requirement that all its agreements with contractors, subrecipients and subcontractors funded in whole or in part with funds administered through this MFTA, do contain provisions requiring adherence to this section in its entirety, as applicable.

Section 2. Disadvantaged Business Enterprise (DBE) Requirements

- A. As mandated by 49 CFR Part 26, MPO shall require that its contractors, subcontractors, and subrecipients do not discriminate on the basis of race, color, national origin, or sex in the award, administration, and performance of any FHWA/FTA fund-assisted contract or in the administration of MPO DBE program.
- B. MPO DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference into this MFTA. Implementation of this program is a legal obligation and any failure by MPO to adhere to its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq. and 49 CFR Part 26.13(a).
- C. As required by 49 CFR part 26, the contract language in APPENDIX D relating to DBE requirements must be incorporated into all contracts funded in whole or in part with funds authorized in this Agreement.

Section 3. Non-Discrimination Clause

- A. In the performance of work undertaken pursuant to this MFTA, the MPO and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or

military and veteran status. MPO shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- B. MPO shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), the regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.), the provisions of Article 9.5 Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Government Code, Section 11135-11139.8), and the regulations or standards adopted by the awarding state agency to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.
- C. MPO shall permit access by representatives of the Civil Rights Department and STATE upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or STATE shall require to ascertain compliance with this clause.
- D. MPO and MPO's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements.
- E. MPO shall include the non-discrimination and compliance provisions hereof in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements with all of same that each of them in turn include a nondiscrimination and compliance provisions of this clause in all contracts and subcontracts the enter into to perform work under this MFTA.
- F. MPO shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean MPO.

Section 4. Federal Lobbying Activities Certification

- A. MPO certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of MPO, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State

or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.

- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, MPO shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- D. MPO also agrees by signing this MFTA that MPO shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

ARTICLE V - GENERAL PROVISIONS

Section 1. Contract Award

- A. MPO, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with 2 CFR Part 200, and consistent with Local Assistance Procedure Manual, Chapter 10, or successors thereto as applicable. The requirements of this section apply to direct project costs and shall not apply to contracts included in MPO's federally approved Indirect Cost Rate Proposals.

Section 2. Contract Amendment

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional and Community Planning, Division of Transportation

Planning, shall be the Contract Administrator for STATE.

Section 3. Adjudication of Disputes by Way of Administrative Proceedings

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

MPO agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, MPO shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this Agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the MPO. The MPO shall have an opportunity to challenge the DC PLANNING determination but must make that challenge in writing, within ten (10) working days to the STATE Contract Officer or his/her designee. If the challenge is not made by MPO within the ten (10) day period, the DC PLANNING decision shall become the final decision of the STATE. If such a challenge is made, the DC PLANNING and MPO shall submit written, factual information and data in support of their respective positions to STATE Contract Officer within a timeframe established by the MPO at the time of challenge. The decision of the STATE Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless MPO commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of Title 1 of the California Government Code.

Section 4. Intercept Clause

- A. Costs for which MPO receives reimbursement payment that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable under 2 CFR, part 200; or 48 CFR, Chapter 1, Part 31 are to be repaid to STATE by MPO within thirty (30) days of MPO receiving notice of audit findings. Should MPO fail to reimburse moneys due STATE within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due to MPO from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

Section 5. Parties of Agreement

- A. This MFTA, OWP, annual OWPA, and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

Section 6. Hold Harmless and Indemnification Clause

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients, or subcontractors under or in connection with any work, authority or jurisdiction conferred upon MPO under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, MPO shall fully defend, indemnify and hold harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA and each annual OWPA.
- B. Neither MPO nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, subrecipients, or subcontractors under or in connection with any work, authority, or jurisdiction conferred upon to STATE under this MFTA. It is understood and agreed that pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and hold harmless MPO, its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA.

Section 7. Default

- A. In the event that MPO (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to MPO of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, MPO and STATE shall meet to try to resolve any dispute. No such termination shall become effective if: (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, MPO either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period,

STATE approves a MPO plan and MPO thereafter diligently completes the cure in a manner and timeline acceptable to STATE.

- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay MPO the sum due MPO under the annual OWPA for eligible work performed prior to termination.

Section 8. Termination

- B. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

DRAFT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Contract Officer

Date: _____

«AGENCY»

By: _____
Executive Director

Date: _____

By: _____
Attorney

Date: _____

APPENDICES

- A Overall Work Program Agreement
- B Request for Reimbursement
- B2 Request for Reimbursement Support Documentation
- C Closeout Documentation
- D DBE Contract Language (required)
- D2 DBE Semi-Annual Report
- D3 DBE Awards and Commitments
- D4 DBE Utilization Report
- D5 DBE Good Faith Efforts and Documentation
- E Federal Certifications and Assurances
- F Board Resolution



AGENDA ITEM 7
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contract 24-020-C01 Amendment 2, Addressing Barriers to Economic
Opportunities

RECOMMENDED ACTION:

Approve Contract No. 24-020-C01 Amendment 2 to increase the not to exceed amount from \$243,409 to \$412,732.41 (an increase of \$169,323.41) with Dalberg Consulting-U.S., LLC. Authorize the Executive Director, or designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

On February 22, 2024, SCAG awarded Contract No. 24-020-C01 to Dalberg Consulting-U.S., LLC to support SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color. The consultant conducted research and analysis on the key barriers and engaged community members to ground truth the findings. The consultant also convened workforce experts to develop recommendations and best practices to address the barriers.

This contract amendment extends the current agreement from 12/31/24 to 5/31/2025 and increases the contract value by \$169,323.41 from \$243,409 to \$412,732.41 to provide supplemental research and synthesize findings on local workforce development initiatives. The deliverables for this project are six county-level profiles (one for each county) that will highlight unique barriers to employment, opportunities, and pathways to quality jobs, and important considerations for stakeholders to ensure that efforts to create quality jobs address these barriers.



This contract amendment exceeds \$150,000 and 30% of the contract's original value. Therefore, in accordance with the Regional Council Policy Manual, the Regional Council's approval is required.

BACKGROUND:

Staff recommends executing the following amendment to extend the contract term from 12/31/24 to 5/31/2025 and increase the not-to-exceed contract value by \$169,323.41.

Consultant/Contract #	Description	Amount
Dalberg Consulting-U.S. LLC 24-020-C01 Amendment 2	The consultant will continue to provide support to SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color.	\$169,323.41

FISCAL IMPACT:

Funding of \$169,323.41 is included in the FY 2024-25 Overall Work Program (OWP) Budget Amendment 1, in Project Number 320-4902Y2.01, and the term extension is pending the grantor approval.

ATTACHMENT(S):

1. Contract 24-020-C01 A02 Contract Summary
2. Contract 24-020-C01 A02 COI Form

CONSULTANT CONTRACT NO. 24-020-C01 AMENDMENT NO. 2

Consultant:	Dalberg Consulting-U.S., LLC	
Background & Scope of Work:	<p>On February 22, 2024, SCAG awarded Contract No. 24-020-C01 to Dalberg Consulting-U.S., LLC to support SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color. The consultant conducted research and analysis on the key barriers and engaged community members to ground truth the findings. The consultant also convened workforce experts to develop recommendations and best practices to address the barriers.</p> <p>This contract amendment extends the current agreement from 12/31/24 to 5/31/2025 and increases the contract value by \$169,323.41 from \$243,409 to \$412,732.41 to provide supplemental research and synthesize findings on local workforce development initiatives. The deliverables for this project are six action-oriented implementation plans (one for each county) for training and expanding access to family-supporting jobs.</p>	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Document common barriers to training and employment opportunities in the SCAG region, with an emphasis on communities of color and low-income communities, through research and community engagement; • Develop a report with recommendations and best practices for addressing intersectional barriers to economic opportunities in the SCAG region; • Tie recommendations to existing funding resources where applicable, and identify where new or different funding resources are needed; and • Support a more dynamic and inclusive regional economy by addressing barriers to economic mobility. 	
Strategic Plan:	<p>This item supports SCAG's Strategic Plan Priorities:</p> <ol style="list-style-type: none"> 1. Establish and implement a regional vision for a sustainable future; 2. Be a cohesive and influential voice for the region; and 3. Spur innovation and action through leadership in research, analysis and information sharing. 	
Amendment Amount:	Amendment 2	\$169,323.41
	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	<u>\$243,409</u>
	Total contract value is not to exceed	\$412,732.41
	This contract amendment exceeds \$150,000 and 30% of the contract's original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council's approval.	
Contract Period:	February 22, 2024 through May 31, 2025	
Project Number:	320-4902Y2.01 \$169,323.41 Funding source: California Workforce Development Board (CWDB-IERS)	

	Funding of \$169,323.41 is included in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget Amendment 1, in Project Number 320-4902Y2.01.
Basis for the Amendment:	This contract amendment provides for additional research needed to expand and develop supplemental county-level profiles focused on local efforts to increase access to quality jobs. Consistent with the Inclusive Economic Recovery Strategy Implementation Grant that funds this project, the consultant will synthesize findings from the original research and insights from the California Jobs First regional reports in Southern California. For each county, the profiles will highlight unique barriers to employment, opportunities, pathways to quality jobs, and important considerations for stakeholders to ensure that efforts to create quality jobs address these barriers. This comprehensive approach will provide local jurisdictions with a deeper understanding of specific county-level strategies to expand access to quality jobs, as proposed by the five California Jobs First regional tables within the SCAG region.

**Conflict Of Interest (COI) Form - Attachment
For November 7, 2024 Regional Council Approval**

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)?
Dalberg Consulting-U.S., LLC (prime consultant)	No - form attached

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

Contract No. 24-020

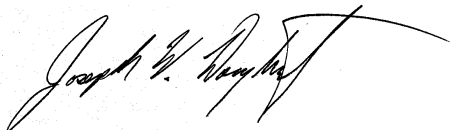
- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

Dalberg Consulting US, LLC

Name of Firm



Signature (original signature required)

October 7, 2024

Date

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 24-020-C01

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Dalberg Consulting US LLC
Name of Preparer: Joseph Dougherty
Project Title: Addressing Barriers to Economic Opportunity
Date Submitted: October 7th, 2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Joseph William Dougherty, hereby declare that I am the (position or title) Partner and Co-Owner of Dalberg Consulting US 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 October 7th 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.



October 7th, 2024

_____ Date

NOTICE

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



AGENDA ITEM 8
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jasmin Munoz, Assistant Regional Planner
213-630-1584, munoz@scag.ca.gov

Subject: Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign

RECOMMENDED ACTION FOR EAC:

That the Executive Administration Committee recommend that the Regional Council approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of \$1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION FOR TC:

Receive and file.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of \$1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety in the amount of \$1,357,337.00 to conduct an eighth round of Go Human safety programming and engagement across the region. On July 8, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for

the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

BACKGROUND:

In the six-county SCAG region, walking or bicycling accounts for 9.9% of all trips, but more than 30% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as seven additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities, awarding grants to community-based organizations for community engagement, and other programming to create active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2024 in the amount of \$1,357,337.00 from the Office of Traffic Safety to extend the campaign through FFY25. On July 8, 2024, SCAG received notice that an award in the amount of \$1,357,337.00 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, in October 2024. This funding will be used to conduct traffic safety engagement strategies and programming. Funds will be used to take a community-driven approach by providing consistent and effective "*Go Human*" engagement campaign resources directly to local communities. Funds will engage County Transportation Commissions (CTCs), Public Health departments, and local community organizations to ensure messages are appropriately localized.

Funded activities will include the development, design, and testing of new messaging content to launch *Go Human*'s tenth year of programming in 2025. Additionally, funds will evaluate the *Go Human* Kit of Parts program and Community Grants program to identify areas to improve accessibility and provide recommendations for new and/or improved elements or processes for the programs to ensure equitable utilization and distribution. Funding will support the development of hosting a traffic safety summit and will be provided to local community experts to facilitate traffic



safety trainings and share best practices. SCAG is seeking Regional Council approval to accept the funds.

FISCAL IMPACT:

SCAG will receive \$1,357,337.00 in grant funds from the Office of Traffic Safety for the Southern California Active Transportation Safety and Encouragement Campaign. This project is programmed through OWP 225.3564.21, FY25 OTS – Pedestrian and Bicycle Safety Program.

ATTACHMENT(S):

1. Resolution No. 24-668-3 Acceptance of Traffic Safety Grant Funds - Go Human Campaign



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

RESOLUTION NO. 24-668-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$1,357,337 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of \$1,357,337.00 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds (“Grant Funds”), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to “Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways”; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support an accessibility assessment and regional advertising strategies focused on traffic safety.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of \$1,357,337.00 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

REGIONAL COUNCIL OFFICERS

- President
Curt Hagman
County of San Bernardino
- First Vice President
Cindy Allen, Long Beach
- Second Vice President
Ray Marquez, Chino Hills
- Immediate Past President
Art Brown, Buena Park

COMMITTEE CHAIRS

- Executive/Administration
Curt Hagman
County of San Bernardino
- Community, Economic & Human Development
David J. Shapiro, Calabasas
- Energy & Environment
Luis Plancarte
County of Imperial
- Transportation
Tim Sandoval, Pomona

Attachment: Resolution No. 24-668-3 Acceptance of Traffic Safety Grant Funds - Go Human Campaign (Acceptance of Office of Traffic Safety

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 9
REPORT

Southern California Association of Governments
November 7, 2024

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov
Subject: Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of \$922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting this project.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of \$922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer to execute all necessary agreements and other documents as they relate to supporting this project.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

On January 31, 2024, SCAG submitted a grant application to the State of California Office of Traffic Safety (OTS) in the amount of \$922,456 to fund the continued development of a regional transportation safety predictive modeling and analysis platform that was initiated with the support of a previous OTS grant awarded to SCAG in October 2023. On July 8, 2024, SCAG was informed by OTS that the subsequent grant was tentatively awarded, pending final approval. SCAG is now seeking Regional Council (RC) approval to receive the anticipated grant funding and

authorization for the Executive Director to execute all necessary agreements and other documents as they relate to supporting development of the proposed SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform.

BACKGROUND:

The SCAG region continues to experience unacceptably high levels of fatalities and injuries incurred due to collisions occurring on our regional multimodal transportation system. A coordinated regional approach is required to help address this enduring travel safety crisis. Local and regional planning and investment strategies need to be focused toward the most effective treatments for improving safety conditions on our regional roadways. This requires developing a proactive strategy for reducing risk through the use of a standardized set of data resources and analytical tools. Transportation safety continues to be among the region's planning priorities in Connect SoCal 2024. With the emergence of new and more dynamic data resources and safety analytical methods, SCAG is committed to fully leveraging these opportunities to significantly enhance the safety of the SCAG regional multimodal transportation system for all users.

The overall objective of the OTS grant-funded project is to improve the safety performance of the SCAG regional multimodal transportation system through the continued development and refinement of a web-based transportation safety data predictive modeling and analytical platform. This was initiated through a previous OTS grant awarded to SCAG in 2023. The ability to model, predict, and analyze regional multimodal transportation system safety risks will promote a data-focused decision-making process to support safety planning throughout the region. The dynamic information and proactive roadway safety insights provided through the platform will effectively serve to help reduce the number and ameliorate the severity of collisions occurring throughout the region. The platform will leverage innovative technologies, such as in-vehicle information systems and newly available safety modeling capacities to improve the ability of SCAG and local safety planning agencies to measure, monitor, and anticipate current and future transportation system safety conditions and performance.

To procure continued funding for this project, SCAG applied for a grant through the California Office of Traffic Safety (OTS) in January 2024 for an amount totaling \$922,456 to continue development of the platform and to secure the requisite real-time traffic data. On July 8, 2024, SCAG received notification that the requested grant award was being tentatively offered, pending final approval from the National Highway Traffic Safety Administration (NHTSA). If awarded, this funding will be used to continue the development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and to obtain the requisite licensing to access the proprietary traffic safety performance datasets that enable the analytical and predictive modeling elements of the project.



FISCAL IMPACT:

If awarded, SCAG will receive \$922,456 in grant funding from the State of California Office of Traffic Safety (OTS) to be utilized for the continued development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2024-25 and the general fund will be reimbursed for grant expenditures.

ATTACHMENT(S):

1. Resolution No. 24-668-4 OTS Grant Acceptance: Safety Modeling



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

RESOLUTION NO. 24-668-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$922,456 FOR THE CONTINUED DEVELOPMENT OF THE REGIONAL TRANSPORTATION SAFETY PREDICTIVE MODELING AND ANALYSIS PLATFORM

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, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of \$922,456 in State of California Office of Traffic Safety (OTS) Transportation Safety Funds ("Grant Funds"), to support the continued development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform, which will involve consulting services to secure the use of a traffic data platform, and to develop the requisite analytical and predictive modeling capabilities to support efforts to reduce roadway fatalities and serious injuries throughout the SCAG region;

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council, that SCAG is authorized to accept and administer the Office of Traffic Safety Grant Funds to continue development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept the tentative State of California Office of Traffic Safety Grant Award in the amount of \$922,456 to support the continued development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

Community, Economic & Human Development David J. Shapiro, Calabasas

Energy & Environment Luis Plancarte County of Imperial Transportation Tim Sandoval, Pomona

Attachment: Resolution No. 24-668-4 OTS Grant Acceptance: Safety Modeling (Acceptance of Office of Traffic Safety (OTS) Funds: Safety

2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the continued development and enhancement of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 10
REPORT

Southern California Association of Governments
November 7, 2024

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

From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov

Subject: Resolution No. 24-668-5 to Address California's Marketplace for
Residential and Commercial Property Insurance

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council adopt Resolution No. 24-668-5 to Address California’s Marketplace for Residential and Commercial Property Insurance.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 24-668-5 to Address California’s Marketplace for Residential and Commercial Property Insurance.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

As California residents and business property owners and renters in the state of California continue to face the impacts from fluctuations in the insurance market, several organizations have passed resolutions asking the California Insurance Commissioner, State Legislature and Governor’s office to take immediate action by declaring a state of emergency to implement policies that will address the ongoing crisis. SCAG President Curt Hagman has requested that SCAG join in the advocacy efforts by passing its own resolution likewise calling for emergency action to be taken. SCAG staff brought the proposed resolution to the Legislative/Communication and Membership Committee (LCMC) at the meeting of Tuesday, September 17, 2024, where the committee voted to forward the resolution to the Regional Council (RC) with a recommendation to adopt the resolution as it aligns with several key items in our State Legislative Platform.

BACKGROUND:

In 2023, State Farm made national headlines when it announced that it would cease to sell new home insurance policies in California. In the same year, Allstate issued a similar announcement.

Together, both insurance companies represent over 27 percent of the insurance market in the state. Subsequent announcements were made by additional private insurance companies following, representing 36 percent of the insurance market in the state, that they would be limiting new policy originations.

The drop in availability of marketplace insurance policies has put excess stress on the California Fair Access to Insurance Requirements (FAIR) Plan, a state-established risk pool that was created to act as a final resort to allow consumers time to continue to shop for alternative insurance plans, not act as a replacement.

To address this growing problem, the San Bernardino County Board of Supervisors passed a resolution on June 25, 2024, calling for California Insurance Commissioner Ricardo Lara, the State Legislature, and Governor Newsom to take emergency action to strengthen and stabilize California's marketplace for homeowners and commercial property insurance. Additional entities that have likewise passed their own resolutions include the County of Orange, City of Yorba Linda, and the Orange County Council of Governments.

The resolutions identify five policy goals they wish to see accomplished. These include:

1. Expand coverage choices for all consumers, particularly in underserved areas of the State.
2. Improve the efficiency, speed, and transparency of the California Department of Insurance's rate approval process.
3. Tailor the rate approval process to account for all factors necessary to promote a robust, competitive insurance marketplace, including through potential revisions to the way catastrophe risks, reinsurance costs, and other legitimate insurer costs are accounted for.
4. Maintain the long-term availability of homeowners and commercial property insurance coverage.
5. Maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events, including by identifying mechanisms to reduce its share of the overall market in underserved areas and move its customers into the admitted insurance market.

At the request of SCAG President Curt Hagman, SCAG staff brought the item before the LCMC with a recommendation that the committee forward a recommendation to the RC to adopt a resolution requesting the California Insurance Commissioner, State Legislature, and the Governor take emergency action to strengthen and stabilize California's marketplace for homeowners and commercial property insurance.

As is noted in the resolution, included in the report for reference, access to insurance not only allows existing homeowners to protect what is most likely their largest and most important asset

but empowers homebuyers to secure a mortgage for a home. A scarcity of options may freeze real estate transactions and slow or stop new housing development, which would include affordable housing projects, apartments, and condominiums. Work to address these impacts aligns with several items in SCAG’s board adopted State Legislative Platform, including:

- Item 11 under “Affordable Housing and Housing Production” – Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
- Item 5 under “Expanding Economic Opportunity & Economic Development” – Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

In response to the passage of the resolution by the County of San Bernardino, Insurance Commissioner Ricardo Lara issued a statement acknowledging efforts his office is already undergoing to remedy these issues, including the passage of his “Sustainable Insurance Strategy,” which he set in motion in September 2023. Several key items noted in the strategy include updating rate review timelines, improving rate filing procedures, and updating risk assessment tools. As such, in his statement, Commissioner Lara recognized passage of the resolution as “support of our urgent on-going regulatory work to solve this insurance crisis and stabilize our state’s insurance marketplace that results in more insurance companies returning and expanding in all areas of our state.”

While the Commissioner’s efforts are acknowledged, the Little Hoover Commission reported in its hearing on March 28, 2024, that these reforms “will not go into effect until at least 2026, and it may take a few years after that for the market to react.” For these reasons, the resolution calls for a collaborative partnership between the Insurance Commissioner, Legislature, and Governor to take more immediate and comprehensive action.

During discussion by the LCMC, member Jenny Crosswhite, city of Santa Paula, asked why renters insurance was not being considered in the resolution as the language in the resolution focused on homeowners. Following further discussion, a motion was made and approved by the committee to accept the resolution and to conduct further research on the renters issue and include it if appropriate.

Following this direction, SCAG staff proceeded to research and conduct outreach to various entities throughout the state who have been advocating on this issue. While we found that the direct effects of the ongoing insurance crisis on renters is unknown at the moment, the potential for downstream impacts does exist, including potential for increases in rent as insurance costs increase for rental property owners. As such, language has been included to the resolution that addresses

those potential impacts, widening the net for those who should be considered when looking at ways to address what is happening with the insurance market.

FISCAL IMPACT:

Work associated with the Resolution to Address California's Marketplace for Residential and Commercial Property Insurance is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Resolution No. 24-668-5 Residential and Commercial Property Insurance



RESOLUTION NO. 24-668-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REQUESTING THE CALIFORNIA INSURANCE COMMISSIONER, STATE LEGISLATURE, AND GOVERNOR TAKE EMERGENCY ACTION TO STRENGTHEN AND STABILIZE CALIFORNIA’S MARKETPLACE FOR RESIDENTIAL AND COMMERCIAL PROPERTY INSURANCE.

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

REGIONAL COUNCIL OFFICERS

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First Vice President
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Curt Hagman
County of San Bernardino

Community, Economic & Human Development
David J. Shapiro, Calabasas

Energy & Environment
Luis Plancarte
County of Imperial

Transportation
Tim Sandoval, Pomona

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, serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and;

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

WHEREAS, in 1988, California voters enacted Proposition 103, which established a robust set of consumer protections designed to keep insurance rates fair and affordable and to ensure a competitive marketplace; and

WHEREAS, last year, two of the State’s largest insurance carriers, representing over 27 percent of the admitted insurance market in California, announced they would stop issuing new homeowners and commercial property insurance policies in California; several others, representing more than another 36 percent of the market, announced plans to limit new policy origination; and

WHEREAS, the reduction of insurance options in the State has a direct negative effect on consumer access to coverage: in all parts of the State, homeowners, rental properties, business owners, and farmers are now unable to obtain new insurance policies from the admitted insurance market; and

WHEREAS, access to insurance allows existing homeowners to protect what is for many their largest and most important asset, and empowers homebuyers to secure a mortgage for a home that can build generational wealth, but a scarcity of options may freeze real estate transactions and slow or stop the rate of new housing development, including attached dwelling units like affordable housing projects, apartments, and condominiums, exacerbating the State’s critical housing shortage; and

WHEREAS, scarcity of affordable insurance options for rental property owners will also disproportionately impact vulnerable populations and worsen access to affordable housing; and

Attachment: Resolution No. 24-668-5 Residential and Commercial Property Insurance (Resolution No. 24-668-5 to Address California's

WHEREAS, Californians who cannot obtain coverage from the admitted market are forced to apply for protection through the California Fair Access to Insurance Requirements (FAIR) Plan, a state-established risk pool intended to operate as California’s insurer of last resort providing temporary coverage as consumers pursue insurance in the traditional market; and

WHEREAS, the collapsing admitted-provider market has caused steadily increasing enrollment in the FAIR Plan over the past five years, threatening the ongoing stability of the plan, putting even this safety net at dire risk; and

WHEREAS, policy decisions have placed Californians’ homes and businesses at risk of catastrophic loss that can only be prevented by stabilizing the residential insurance and commercial property insurance markets while providing rates that remain fair and affordable to consumers, and maintaining the ongoing viability of the FAIR Plan, which provides a vital safety net to Californians whose policies are nonrenewed and to homebuyers who cannot secure a mortgage without insurance; and

WHEREAS, the California Insurance Commissioner has released draft regulations to address this immediate crisis but the Little Hoover Commission hearing on March 28, 2024, reports that reforms “will not go into effect until at least 2026, and it may take a few years after that for the market to react...this timeline, of course could be delayed further if lawsuits by any party, including insurers or consumers, were to occur”; and

WHEREAS, the California Insurance Commissioner has broad authority under the Insurance Code to adopt emergency regulations to promote the public welfare, including under sections 1861.01, 1861.05, and 1861.055 to adopt emergency regulations governing the prior approval process for insurance rate change applications, and to adopt emergency regulations under section 11346.1 of the Government Code and section 12921.7 of the Insurance Code.

NOW, THEREFORE, BE IT RESOLVED, BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, as follows:

Section 1. The Insurance Commissioner, State Legislature, and the Governor are requested to declare a state of emergency and take immediate emergency regulatory and legislative action to strengthen and stabilize California’s marketplace for residential insurance and commercial property insurance. The Commissioner, Legislature, and Governor must consider the following goals in crafting an appropriate regulatory response:

- a. Expand coverage choices for all consumers, particularly in underserved areas of the State.
- b. Improve the efficiency, speed, and transparency of the California Department of Insurance’s rate approval process.
- c. Tailor the rate approval process to account for all factors necessary to promote a robust, competitive insurance marketplace, including through potential revisions to the way catastrophe risks, reinsurance costs, and other legitimate insurer costs are accounted for.

- d. Maintain the long-term availability of residential and commercial property insurance coverage.
- e. Maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events, including by identifying mechanisms to reduce its share of the overall market in underserved areas and move its customers into the admitted insurance market.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November, 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 11
REPORT

Southern California Association of Governments
November 7, 2024

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Senate Bill 375: Joint MPO Letter to CARB

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR EAC, CEHD AND TC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

On July 23, 2024, the California Air Resources Board (CARB) held an initial public workshop on the 2026 Senate Bill 375 (SB 375) Regional Target Update and Updates to CARB’s SCS Evaluation Process. In response to CARB’s request for feedback on proposed guidelines updates and request for information related to target setting, the four largest Metropolitan Planning Organizations (MPOs) in California, including SCAG, submitted a joint letter. This letter requests that CARB pause the current SCS guidelines and SB 375 targets update process in order to conduct a holistic review of SB 375.

BACKGROUND:

In 2006, California passed landmark climate legislation with Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required reduction of greenhouse gas (GHG) emissions and tasked the California Air Resources Board (CARB) with the authority to adopt regulations and oversee the reduction of GHGs. Given that transportation accounts for nearly half of the state’s GHG emissions, Senate Bill 375 (SB 375), the Sustainable Communities and Climate protection Act was passed in 2008 to support the reduction of emissions from cars and light duty trucks and to better integrate transportation and land use planning.

As directed by statute, CARB assembled a Regional Target Advisory Committee to advise on factors and methodologies to be considered in the target setting process. These CARB appointed members—including participants from county transportation commissions, metropolitan planning organizations (MPO) and academia—met throughout 2009 before the first targets were set for regions. SCAG’s original targets for the first 2012 Regional Transportation Plan/Sustainable Communities Strategy, were to reduce per capita GHG emissions by 8 percent from 2005 levels by 2020 and to reduce emissions by 13 percent from 2005 levels by 2035.

Pursuant to Government Code Section § 65080(b)(2)(A)(iv) CARB shall update regional targets every eight years. SCAG’s targets were updated in 2018, keeping the 8 percent reduction from 2005 levels by 2020 and updating the target for 2035 to a 19 percent reduction from 2005 levels. The next target update process must be concluded by 2026 to meet the eight-year requirement.

SB 375 Challenges

In 2017, California’s legislature passed Senate Bill 150 (SB 150), requiring CARB to prepare a report every four years on the progress that each MPO has made in meeting the regional GHG emission reduction targets. The most recent, 2022 Progress Report¹ found that California is not reducing GHG emissions from personal vehicle travel as needed under SB 375 which risks California’s ability to meet its overall climate commitments. This report also highlighted that achieving SB 375 GHG reduction targets requires a stronger focus on implementation which requires alignment across state, regional, and local actions. The report outlined 56 local, regional, and state actions needed to support SCS implementation. Of the 56 actions needed, 52 required actions by a state agency or the legislature. While regional agencies are responsible for developing the SCS, it is well documented that implementation requires support and action at state level.

Meanwhile, the state has made progress toward a zero-emission transportation sector with the passage of the Advanced Clean Cars II (ACC II) regulation which requires that all new vehicles sold in the state starting in 2035 must be zero emission vehicles (ZEV). However, from an SB 375 perspective, this means that regions can no longer account for any ZEV strategies as part of their GHG emission target achievement. So, despite the \$1 billion investment in ZEV rebates in Connect SoCal 2024 and SCAG’s past planning work for electric vehicle charging², SCAG was unable to account for any related GHG emission reductions in the 19 percent target achievement. In SCAG’s previous RTP/SCS, Connect SoCal 2020, ZEV strategies for incentives and charging infrastructure represented -1.76 percent GHG emission reduction, making it the single most effective strategy, more effective than both land use and pricing.

¹ CARB. (2022). *2022 Progress Report: California’s Sustainable Communities and Climate Protection Act*. <https://ww2.arb.ca.gov/sites/default/files/2023-05/2022-SB150-MainReport-FINAL-ADA.pdf>

² SCAG. (2023). *SCAG EV Charging Station Study*. https://scag.ca.gov/sites/main/files/file-attachments/ev_funding_guide.pdf?1684340967

The SB 375 target and guideline update process could provide an opportunity to ensure that the targets and guidelines reflect known technical issues and provide clarity on the application of ACC II assumptions. However, as currently outlined, the process does not offer a path to clarify the relationship between the suite of state and regional goals nor does it provide a path for state level entities to take action to advance or accelerate implementation of SCSs.

Joint Letter

The four largest Metropolitan Planning Organizations (MPOs) in California wrote a joint letter to CARB requesting that the current SB 375 Targets and SCS Guidelines process be paused to allow for a holistic review of SB 375 (see attachment). Specifically, the MPOs request to engage in a government-to-government dialogue with CARB, the California Transportation Commission, Caltrans and the California Department of Housing and Community Development in order to collaboratively discuss how to achieve multiple state and regional goals and shift the focus towards implementation. SCAG has begun meeting with CARB Board Members and has notified other stakeholders to brief them on the agency’s position and intent to seek an improved framework for SB 375 that prioritizes and accelerates the implementation of regional SCSs. SCAG, along with other MPOs from across the state have begun meeting collectively with staff representatives from each of the requested state agencies.

CARB Response

On October 23, 2024, CARB responded to the MPO joint letter (see attachment). CARB expressed commitment to participating in the dialogue between state agencies and MPOs and additionally offered to meet with any organization. However, CARB stated that they cannot commit to pausing the SB 375 target update process given the statutory requirements and necessity to advance “analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics”.

FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Joint Letter to CARB from SCAG, MTC, SACOG, and SANDAG
2. CARB Response to MPOs on SB 375



September 20, 2024

Dr. Steve Cliff
 Chief Executive Officer
 California Air Resources Board
 Sacramento, CA 95814

Re: Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework

Dear Dr. Cliff:

The state’s four largest Metropolitan Planning Organizations (MPOs) request the opportunity to partner with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 Framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

SB 375 Provides A Foundation from Which the State Can Move Forward

At the outset, we note that SB 375 has changed regional transportation planning for the better. With each new iteration of the SCS, we have seen better integration of land use, housing, and transportation policies, supporting better climate and quality of life outcomes for our residents. Importantly, the public has become more involved in the development of these plans, resulting in projects that are more responsive to our communities’ needs. This progress should be used as a foundation for further improvements in the state and regional planning framework.

But The Time Is Right to Holistically Revisit the SB 375 Planning Framework

A lot has changed since SB 375’s adoption in 2008. The state has accelerated transportation electrification through Advancing Clean Cars II so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled has replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address a state housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences – creating headwinds that were unforeseen when the law was designed or when targets were last set by the CARB Board.

Thanks to state programs to support affordable housing and sustainable communities, active transportation, and transit improvements, as well as the Regional Early Action Planning (REAP) program, partial funding is available to support critical housing and transportation needs needed

Attachment: Joint Letter to CARB from SCAG, MTC, SACOG, and SANDAG (Senate Bill 375: Joint MPO Letter to CARB)




to achieve our ambitious goals. But as the SB 150 report acknowledged, funding and staffing for implementation remains far short of what is needed to fully implement these regional plans. A restructured planning process can shift the focus toward implementation and thereby deliver faster and more effective results.

Request to Conduct a Holistic Review of the SB 375 Framework

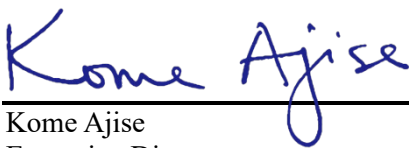
We request that CARB, CTC, Caltrans, and HCD work with MPOs to comprehensively evaluate the SB 375 framework. This effort will require us to engage in a deep and effective dialogue about the best way to achieve the suite of state and regional housing, climate, and transportation-related objectives, including the reductions of GHG emissions. As part of this request, we ask that CARB pause the current SCS guidelines and SB 375 targets to allow for a robust and collaborative conversation about the best path forward in the coming months.

To demonstrate our commitment to this concept, this letter represents the collective submission of comments by the undersigned MPOs for both the proposed amendments to the SCS guidelines (comments requested by CARB by August 30th) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by October 30th). The time is right to develop more robust implementation solutions that will fit state, regional, and local objectives. Thank you for your consideration.

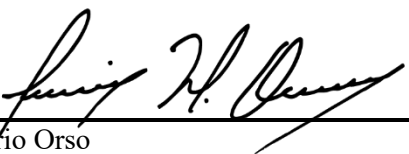
Sincerely,



Andrew Fremier
Executive Director
Metropolitan Transportation Commission



Kome Ajise
Executive Director
Southern California Association of Governments



Mario Orso
Chief Executive Officer
San Diego Association of Governments



James Corless
Executive Director
Sacramento Area Council of Governments

- CC:
- Tomiquia Moss, Secretary, California Business, Consumer Services, and Housing
 - Toks Omishakin, Secretary, California State Transportation Agency
 - Sam Assefa, Director, Office of Planning & Research / Land Use & Climate Innovation
 - Tony Tavares, Director, California Department of Transportation
 - Tanisha Taylor, Executive Director, California Transportation Commission
 - Gustavo Velasquez, Director, California Department of Housing & Community Development

Attachment: Joint Letter to CARB from SCAG, MTC, SACOG, and SANDAG (Senate Bill 375: Joint MPO Letter to CARB)

October 23, 2024

Andrew Fremier
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
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afremier@bayareametro.gov

Kome Ajise
Executive Director
Southern California Association of Governments
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Mario Orso
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James Corless
Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, California 95814
jcorless@sacog.org

Dear Executive Directors Fremier, Ajise, and Corless, and Chief Executive Officer Orso:

Thank you for your letter dated September 20, 2024, regarding the desire to holistically review the SB 375 framework. CARB agrees that SB 375 is an important foundation for planning and envisioning a future that better supports our climate goals and community needs, and we appreciate your agencies' ongoing work and collaboration with our team to help make it a success. We agree that it is of crucial importance to ensure that the strategies identified in the plans developed under SB 375 are implemented.

CARB was recently invited to participate in a dialogue between State agencies and regional metropolitan planning organizations. Our understanding is that this effort is intended to facilitate and further the dialogue you have proposed. We are committed to participating and would welcome your participation in this effort. In addition to the workgroup, we would

be happy to meet with any of your organizations or consider any data or recommendations that you may wish to provide for the target update or evaluation guidelines.

In your letter, you requested that CARB pause our current processes to update the regional greenhouse gas reduction targets and the Sustainable Communities Strategies Program and Evaluation Guidelines to allow time for such dialogue to occur. CARB values MPO input and has been inviting MPO input on the guidelines and target-setting processes since late 2023. Given the statutory requirements for target setting and the need to update the Evaluation Guidelines in time for the fifth round of sustainable communities strategies, we cannot commit to pausing the process. CARB must continue advancing our analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics.

There is still time to shape the process, however, and we welcome any input your agencies may have. If there is a specific recommendation on how to best solicit your input, please share as we greatly value your input. Additionally, we commit to considering any input or concepts developed during the aforementioned dialogue as we undertake our work.

We look forward to continuing dialogue with your agencies about all of these important topics and doing so at a pace that will allow us to meet the requirements established by law. Thank you again for your letter. If you have any questions or would like to discuss this further, please do not hesitate to contact me or Dr. [Jennifer Gress](#), Chief of CARB's Sustainable Transportation and Communities Division.

Sincerely,



Steven S. Cliff, Ph.D., Executive Officer, California Air Resources Board

cc: Chanell Fletcher, Deputy Executive Officer - Equity, Communities & Environmental Justice, CARB
chanell.fletcher@arb.ca.gov

Jennifer Gress, Ph.D., Chief, Sustainable Transportation and Communities Division, CARB
Jennifer.Gress@arb.ca.gov



AGENDA ITEM 12
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: David Angel, Legislative Affairs Analyst
(213) 630-1422, angel@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors (CAGTC).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

At its October 15, 2024, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors (CAGTC).

BACKGROUND:

Item 1: Coalition for America’s Gateways and Trade Corridors (CAGTC)

Type: Membership **Amount:** \$7,500

The Coalition for America’s Gateways and Trade Corridors (CAGTC) brings national attention to expanding U.S. freight transportation capabilities and working toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities. This will be especially important once Congress works on the FY 25 Transportation-Housing & Urban Development appropriations bill. CAGTC will be instrumental in assisting SCAG to advocate for long-term solutions that prioritize freight investment. Further, Darin Chidsey, SCAG’s Chief Operating Officer, represents the agency on CAGTC’s Board of Directors.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors to the LCMC at its meeting on October 15, 2024. The LCMC approved this item unanimously as part of the consent calendar.



FISCAL IMPACT:

\$300 for the Coalition for America's Gateways and Trade Corridors membership is included in the approved FY 24-25 General Fund Budget, and \$7,200 is included in the FY 24-25 Indirect Cost Budget.



AGENDA ITEM 13
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Purchase Orders, Contract and Amendments below Regional Council's
Approval Threshold

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 4: Build a unified culture anchored in the pursuit of organizational excellence. 5: Secure and optimize diverse funding sources to support regional priorities.

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in August and September 2024:

Vendor	Description	Amount
CVENT INC	FY25 CVENT FEES	\$5,000
MBUF ALLIANCE	FY25 MEMBERSHIP	\$5,000
AMERICAN PUBLIC TRANSP ASSOCIATION	FY25 APTA MEMBERSHIP DUES	\$5,772
CALCOG	FY25 POLITICOPRO SUBSCRIPTION	\$5,900
LUMI USA INC	FY25 LUMI DONGLE LICENSE	\$6,250
LOS ANGELES COUNTY BUSINESS FED	FY25 BIZFED ANNUAL MEMBERSHIP	\$7,000
UCLA INSTITUTE OF TRANSP STUDIES	FY25 SYMPOSIUM SPONSORSHIP	\$7,500
CPRIME, INC.	FY25 ASANA SW LICENSES RENEWAL	\$8,368
LOS AMIGOS DE LA COMUNIDAD INC	FY25 TRAFFIC SAFETY FAIR DISPLAY	\$9,950
COMOTION INC	FY25 COMOTION LA 2024 SPONSOR	\$10,000
CA JOINT POWERS INSURANCE AUTHORITY	FY25 PROPERTY PREMIUM - CA JPI	\$19,042
LOS ANGELES CLEANTECH INCUBATOR	FY25 LACI TEP INT'L SPONSORSHIP	\$25,000
BMO CASH MANAGEMENT	FY25 BANK FEES	\$25,000
METROPOLITAN TRANSP COMMISSION	FY24 ANNUAL LEG RECEPTION	\$27,764



ASSOCIATION OF METRO PLANNING ORG	FY25 AMPO MEMBERSHIP DUES	\$30,000
CALCOG	FY25 MEMBERSHIP RENEWAL	\$50,520
SABA SOFTWARE CANADA INC	FY25 SABA SW RENEWAL	\$51,268
CALCOG	FY24 MOA COORDINATION WORK	\$54,547
BMO CASH MANAGEMENT	FY25 MONEY MKT ACCOUNT FEES	\$60,000

SCAG executed the following contracts and contract amendments for more than \$25,000 but less than \$500,000:

Consultant/Contract No.	Description	Amount
Carahsoft Technology Corp. 25-007-C01	The vendor provides SCAG with a one-year license for the Granicus IQM2 agenda management software.	\$26,365
Quadient Leasing USA, Inc. 25-005-C01	The vendor provides SCAG with a leased mail postage system, including a mailing machine base, mixed feeder, sealer, drop tray, scale, maintenance, and support.	\$27,622
BB2 Technology Group 23-050-C01	The vendor provides SCAG with hardware products consistent with general office equipment, including Latitude 7430 laptops, monitors, and WD19 docks by Dell Inc.	\$31,856
Booz Allen Hamilton, Inc. 23-052-C01	The vendor assesses and investigates a possible data and/or security incident, including a technical analysis of company information technology assets, computer systems, and pertinent logs to identify evidence of unauthorized access or exfiltration of sensitive data.	\$41,250
Staples Contract & Commercial, Inc. 24-035-C01	The vendor provides SCAG with beverage services, including coffee brewers, coffee, tea, and miscellaneous supplies.	\$100,000



Alta Planning + Design, Inc. 24-039-C01	The consultant shall develop a Community Pedestrian Plan (Plan) for the unincorporated community of Lennox under the adopted Step-by-Step Los Angeles County policy framework.	\$424,296
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SCAG executed the following contract amendment for less than \$150,000 and 30% of the original contract value:

Consultant/Contract No.	Description	Amount
Circulate Planning 24-023-C01, Amendment 1	The consultant supports traffic safety education projects through Community Expert Education Services (Task 4).	\$31,000

ATTACHMENT(S):

1. Contract Summary 25-007-C01 (Info Item)
2. Contract Summary 25-005-C01 (Info Item)
3. Contract Summary 24-023-C01 A01 (Info Item)
4. Contract Summary 23-050-C01 (Info Item)
5. Contract Summary 23-052-C01 (Info Item)
6. Contract Summary 24-035-C01 (Info Item)
7. Contract Summary 24-039-C01 (Info Item)

CONSULTANT CONTRACT 25-007-C01

Recommended Consultant:	Carahsoft Technology Corp.	
Background & Scope of Work:	Under this agreement, Carahsoft Technology Corp. is the reseller for the purchase of agenda management software provided by Granicus Government. This is a one-year agreement for a subscription to Granicus' IQM2 agenda management software. IQM2 streamlines the creation, distribution, and tracking of board meeting agendas. It enables real-time collaboration and provides a centralized platform for document management. SCAG currently uses IQM2 for all board and committee meetings. This agreement will allow SCAG to continue to use IQM2 through September 18, 2025.	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Allows for streamlined agenda creation and distribution through a simplified process of creating, editing, and approving meeting agendas; • Ensures accessibility of meeting agendas to board members and stakeholders; and • Provides centralized document management where all meeting-related documents can be stored. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 2: Be the foremost data information hub for the region; Objective F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
Contract Amount:	Total not to exceed: Carahsoft Technology Corp.	\$26,365.32 \$26,365.32
Contract Period:	September 19, 2024, through September 18, 2025	
Project Number/Funding Source:	<p>Project Number: 811-1163.15 Funding source: Indirect Cost</p> <p>Funding of \$20,586.62 is available in the FY 2024-25 Indirect Cost Program budget in Project Number 811-1163.15. The remaining \$5,778.70 will be included in the FY 2025-26 budget.</p>	
Basis for Selection:	SCAG utilized a Master Service Agreement (MSA) with Carahsoft Technology Corp./Granicus Government (Omnia EDU Contract No. # R19102) that was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.	

CONSULTANT CONTRACT NO. 25-005-C01

Recommended Consultant:	Quadient Leasing USA, Inc.	
Background & Scope of Work:	The purpose of this contract is for SCAG to obtain competitively procured mail postage machine leasing services. SCAG’s current mailing system lease, which includes a mailing machine base, mixed feeder, sealer, drop tray, scale, maintenance, and support, expired on 8/27/2024, and we are embarking on another 60-month lease for the same.	
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Provide installation and service mail postage machine to provide mailing automation in SCAG’s repro office • Provide training services to Office Services staff 	
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workforce of choice.	
Contract Amount:	Total not to exceed	\$27,622.20
	Quadient Leasing USA, Inc. (prime consultant)	\$27,622.20
Contract Period:	August 15, 2024 through August 14, 2029	
Project Number(s):	810-0120.17 \$27,622.20	
	Funding source(s): Indirect Cost Program (IC)	
	Funding of \$7,000 is available in the Fiscal Year (FY) 2024-25 in the Indirect Cost Program Budget in Project Number 810-0120.17. The remaining balance will be requested in future fiscal year budget(s), subject to budget availability.	
Basis for Selection:	SCAG utilized Sourcewell’s competitively procured Master Service Agreement (MSA) contract #011322-QDT with Quadient Leasing USA, Inc. This MSA is specifically designed for government/public entities and local agencies to procure or lease mailing and postage equipment and technology.	

Attachment: Contract Summary 25-005-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

CONSULTANT CONTRACT NO. 24-023-C01 AMENDMENT NO. 1

Consultant:	Circulate Planning	
Background & Scope of Work:	<p>On February 20, 2024, SCAG awarded Contract 24-023-C01 to Circulate Planning to manage the needs of approximately twelve (12) non-profit community-based organization subrecipients throughout the grant period, coordinate five (5) Kit of Parts deployments for temporary safety demonstration projects, produce and distribute Go Human safety advertisements to a minimum of twelve (12) local jurisdiction or community-based organization partners, and facilitate the development of training materials from community expert training services. This project supports a regional transportation nexus by implementing neighborhood- and community-level engagement strategies focused on traffic safety across the region’s six counties.</p> <p>This amendment also increases the contract value from \$311,131.30 to \$342,131.30 (\$31,000).</p> <p>This increase will expand the number of traffic safety education projects through the Community Expert Education Services.</p>	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Final reports and documentation for approximately twelve (12) projects funded through the Community Streets Grant Program; • Coordination of five (5) deployments of the <i>Go Human</i> Kit of Parts to support temporary demonstrations of traffic safety infrastructure; • Co-branded safety advertisements for a minimum of twelve (12) partners; • A minimum of six (6) training opportunities by Traffic Safety Community Experts; and • Draft and final report. 	
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.	
Amendment Amount:	Amendment 1	\$31,000
	Original contract value	<u>\$311,131</u>
	Total contract value is not to exceed	\$342,131
Contract Period:	February 20, 2024 through September 30, 2024	
Project Number:	225-3564J9.19 \$31,000 Funding sources: Office of Traffic Safety (OTS Grant) Funding of \$342,131 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 225-3564J9.19.	
Basis for the Amendment:	Go Human provides funding and resources to community-based organizations (CBO’s), non-profit organizations that work with community members, and	

Attachment: Contract Summary 24-023-C01 A01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

	<p>social enterprises to perform work that advances traffic safety. With this funding, Go Human acknowledges and values the expertise of these groups. In alignment with education training services, recipients develop, conduct, or participate in an interview, create multimedia content, present in a panel presentation, or implement other creative communications strategies, in service of educational training efforts to advance traffic safety.</p> <p>This amendment increases the number of traffic safety education projects supported by Task 4.2, Community Expert Education Services, in alignment with existing activities to expand reach and capacity based on the Office of Traffic Safety grant revision requirement.</p>
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CONSULTANT CONTRACT NO. 23-050-C01

Recommended Consultant:	BB2 Technology Group	
Background & Scope of Work:	Under this agreement, BB2 Technology Group is the reseller for purchasing Latitude 7430 laptops, monitors, and WD19 docks provided by Dell Inc. This contract will provide SCAG with hardware products consistent with general office equipment.	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Increased staff productivity and efficiency, • Optimized system performance, and • Device troubleshooting and technical support services. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
Contract Amount:	Total not to exceed	\$31,856
	BB2 Technology Group (prime consultant)	\$31,856
Contract Period:	May 23, 2023 through May 23, 2026	
Project Number(s):	811-1163.19 \$31,856	
	Funding source(s): Indirect Costs (IC)	
	Funding of \$31,856 is available in the FY2024-25 Indirect Cost Budget. Funding for subsequent years is subject to budget availability.	
Basis for Selection:	SCAG utilized a Master Service Agreement (MSA) with the National Cooperative Purchasing Alliance (NCPA) and TD Synnex c/o BB2 Technology Group (Agreement No. NCPA Master Contract Number: 1-97; NCPA RFP # 18-19) that was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.	

Attachment: Contract Summary 23-050-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

CONSULTANT CONTRACT NO. 23-052-C01

Recommended Consultant:	Booz Allen Hamilton, Inc.	
Background & Scope of Work:	<p>In March 2023, SCAG filed a claim with their cyber insurance carrier to receive consultation from the carrier on a potential exposure claim. On the direction of the cyber liability insurance carrier, SCAG opted to have an additional forensic audit conducted by a third party to ensure there was no exposure. Because this was an insurance claim, SCAG is required to leverage the vendors identified by the carrier.</p> <p>The purpose of this project is for Booz Allen Hamilton, Inc. to conduct an assessment and investigation of a possible data and/or security incident. The investigation will be conducted at the direction of the law firm of Constangy, Brooks, Smith & Prophete, LLP and will include a technical analysis of company information technology assets, including but not limited to computer systems and pertinent logs to identify evidence of unauthorized access or exfiltration of sensitive data to include personally identifiable information (PII) or personal health information (PHI).</p>	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Providing technical analysis of company information technology assets; • Preparing communications and interactions with client staff to obtain relevant evidence, pass along information, and assist in mitigating issues; • Providing a forensic triage analysis of Live Response script results for up to 100 workstations; and • Preparing a report detailing the forensic analysis process and analysis. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal #3: Be the foremost data information hub for the region; and Goal #5: Recruit, support, and develop a world-class workforce and be the workplace of choice.	
Contract Amount:	Total not to exceed	\$41,250
	Booz Allen Hamilton, Inc. (prime consultant)	\$41,250
Contract Period:	June 6, 2023 through June 30, 2024	
Project Number(s):	800-0160.04 \$41,250	
	Funding source: General Fund	
	Funding of \$41,250 was available in the FY 2022-23, and the FY 2023-24 General Fund budget in Project Number 800-0160.04.	
Request for Proposal:	N/A – Sole Source	
Selection Process:	N/A – Sole Source	

Attachment: Contract Summary 23-052-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

<p>Basis for Selection:</p>	<p>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 (January 2021 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.</p> <p>On March 7, 2023, Human Resources discovered an exposure to their HR Directory and subfolders on the shared drive. On March 8, 2023, SCAG IT completed a fix as well as conducted an audit to determine if there was any exposure. SCAG also filed a claim with their cyber insurance carrier to receive consultation from the carrier on a potential exposure claim. On the direction of the cyber liability insurance carrier, SCAG opted to have an additional forensic audit conducted by a third party to ensure there was no exposure. Because this was an insurance claim, SCAG is required to leverage the vendors identified by the carrier. SCAG’s insurance carrier, Great American Insurance Group, specializes in cyber risk threats and brings on data breach consultants to advise entities like SCAG on the best way to mitigate against any current or future threat. They recommended SCAG to work with Booz Allen Hamilton, Inc. for this forensic audit.</p> <p>SCAG should complete a thorough and third-party impartial investigation into the initial configuration, circumstances that led to the exposure, and the solutions implemented by SCAG IT. Potential and future claims against SCAG could result if proper mitigation recommendations from a forensic auditor are not implemented.</p>
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CONSULTANT CONTRACT NO. 24-035-C01

Recommended Consultant:	Staples Contract & Commercial, Inc.	
Background & Scope of Work:	The purpose of this contract is for SCAG to obtain competitively procured beverage services and related supplies.	
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Provide/install/service coffee brewers; and • Provide coffee, tea, and miscellaneous coffee supplies. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.	
Contract Amount:	Total not to exceed Staples Contract & Commercial, Inc. (prime consultant)	\$100,000 \$100,000
Contract Period:	August 20, 2024 through June 30, 2029	
Project Number(s):	800-0160.04 \$100,000 Funding source(s): General Fund (GF) Funding of \$20,000 is available in the Fiscal Year (FY) 2024-25 General Fund Budget in Project Number 800-0160.04, and the remaining balance will be requested in future fiscal year budgets.	
Basis for Selection:	SCAG utilized a Master Service Agreement (MSA) with Sourcewell Master No. #012320-SCC, which was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.	

Attachment: Contract Summary 24-035-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

CONSULTANT CONTRACT NO. 24-039-C01

Recommended Consultant:	Alta Planning + Design, Inc.	
Background & Scope of Work:	Consistent with the requirements of the Active Transportation Grant (ATP) Grant that funds this project, the Consultant shall develop a Community Pedestrian Plan (Plan) for the unincorporated community of Lennox for incorporation within the adopted Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step) policy framework. The Plan will contribute to regional goals to increase the percentage of local trips made by walking, reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT), increase awareness for active transportation, and plan for safe connections between essential destinations.	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Robust technical analysis of connections and access to key destinations, regional economic opportunities and essential services; • Engagement of historically underrepresented and nontraditional stakeholders; • Recommendations for priority safety enhancement projects; and • A final plan that facilitates implementing safety improvements to create a safe and comfortable walkable network for the Lennox community in Los Angeles County. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Establish and implement a regional vision for a sustainable future.	
Contract Amount:	Total not to exceed	\$424,296
	Alta Planning + Design, Inc. (prime consultant)	\$312,519
	Los Angeles Neighborhood Initiative (subconsultant)	\$111,777
Contract Period:	July 29, 2024 Through July 31, 2025	
Project Number(s):	275-4892X7.02	\$424,296
	Funding source(s):	Active Transportation Planning Grant (ATP)
	Funding of \$424,296 is available in Fiscal Year (FY) 2024-25 Overall Work Program (OWP) in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.	
Request for Proposal (RFP):	<p>SCAG staff notified 2,130 firms of the release of RFP 24-039 via SCAG's Solicitation Management System website. A total of 33 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <p>Alta Planning + Design, Inc. (1 subconsultant) KOA Corporation (2 subconsultants)</p> <p>This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Alta</p>	

Attachment: Contract Summary 24-039-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval)

	Planning + Design, Inc., as the highest (most qualified) proposer and the other offeror's cost proposals were kept sealed.
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) offerors.</p> <p>The PRC consisted of the following individuals: Rachel Om, Senior Regional Planner, SCAG Justin Robertson, Los Angeles Department of Public Health, Senior Planner Krista Yost, Assistant Regional Planner, SCAG</p>
Basis for Selection:	<p>The PRC recommended Alta Planning + Design, Inc. (Alta) for the contract award because the consultant:</p> <ul style="list-style-type: none"> Proposed a solid and clearly defined technical approach based on existing tools and informed by a current understanding of County processes. Through their previous experience working with LA County Department of Public Health (County), Alta has refined their Quality Assurance and Quality Control (QA/QC) process to ensure deliverables are up to standard. In addition, they will incorporate their innovative data analytics, including customizable tools and builds on existing templates. Formed a team that is experienced with this type of project, exemplified by reference projects that are relevant and impressive. Alta and Los Angeles Neighborhood Initiative (LANI) have worked with the County, particularly on previous rounds of developing pedestrian plans for the County, which will incorporate efficiencies into working with the County effectively. Alta developed a framework for working with LA County Public Works, which they would bring to the project. Therefore, Alta and LANI are familiar with the Step-by-Step framework and its associated templates, County processes, and engagement standards. Overall, Alta has proposed a diverse project team ranging from planners and engineers to graphic designers and data/geospatial analysts, which indicates a well-rounded team to complete this project's scope of work. Has a clear understanding of the work, enhanced by thoughtful value-adds. In particular, the addition of the level of traffic stress analysis under existing conditions shows an understanding of how various factors contribute to people's travel experience. In addition, for Task 4.1, Alta specifically notes their engineers would assess preliminary feasibility, showing their understanding of identifying implementation-ready project recommendations. Under community engagement, the stated goal to equip the Community Advisory Committee with skills rather than simply relying on members to support the project shows an understanding and vision for how the project can support the community in several ways. Proposed a thoughtful schedule that provides a good allowance for reviews and understands the County's two-phased engagement and project development approach.



AGENDA ITEM 14
REPORT

Southern California Association of Governments
November 7, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

PLANNING:

Project Benefits for CFO Quarterly Report FY24 Q4

FY24 Q4 Planning Project Highlights

As part of the CFO's Quarterly Report SCAG staff will be reporting on a selection of contracts that have closed during the previous quarter to highlight the benefits that SCAG's work brings to local jurisdictions and the region.

21-047-C02 REAP Bench (Master Agreement) VARIOUS CONSULTING FIRMS

A total of 28 projects representing over \$7 million were procured using the REAP on-call services bench that was established specifically for the Regional Early Action Planning (REAP) 1.0 program. The Regional Council action authorized a streamlined approval process for SCAG projects procured under the bench, which created time savings for the overall program. On-call services or consultant benches have proven effective at delivering numerous projects from the same or similar programs. The benches also allow SCAG's program managers and contracts administrators to embed grant specific language into a master agreement that flows down to all the contracts procured under the bench.

21-047-MRFP-02 REAP 1.0 - SCAG Development Streamlining ASCENT ENVIRON. INC

The Development Streamlining Project was a collaboration between SCAG and Ascent Environmental to accelerate housing production. The Project generated fourteen (14) guidance material documents containing detailed information on various state laws that allow for streamlining and shortening of the entitlement process. These materials also include checklists and worksheets for jurisdictions and land use practitioners to directly utilize when reviewing projects for eligibility. In addition, the Project Team hosted several workshops to provide a detailed review of some of these guidance materials with examples and updates to state laws and guidance as applicable. These materials benefit the region by producing user-friendly and detailed materials to implement CEQA streamlining and administrative review processes. Copies of the materials and recordings of the workshops are available on SCAG's website.

21-047-MRFP-17 REAP 1.0 - SFVCOG Housing Tool ARUP US INC

The main advantage of adopting a regional approach for the San Fernando Valley Council of Governments (SFVCOG) Vehicle Miles Travelling Tool for Housing is the consistency in technical methodologies for identifying Housing opportunity areas, which can significantly reduce implementation costs for local jurisdictions within the SFVCOG subregion. By establishing a standardized methodology across all jurisdictions, this approach not only enhances collaboration but also streamlines processes, making it easier to address housing challenges collectively and effectively.

21-047-28,23 & 31 REAP 1.0 - Transit Oriented Station Analyses BAE URBAN ECON INC, LESAR DEVELOPMENT CONSULTANTS and RAIMI ASSOCIATES INC.

SCAG and Metro created a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership to fund a three-part program that promotes housing production near transit stations. Each part aims to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach, and industry forums. The partnership's goal was to plan for nearly 10,000 housing units on transit-adjacent properties.

This work resulted in the successful completion of three Metro projects were developed, a Joint Development Strategy, a Community Collaboration for Equitable Housing Acceleration plan, and Innovative Housing Solutions strategy, all of which are complimentary and bring Metro to achieving its goal of facilitating the development of 10,000 units of housing by 2030.

21-047-MRFP-24 REAP 1.0 - Palmdale Housing Project LESAR DEVELOPMENT CONSULTANTS

REAP funding provided planning and development assistance to the City of Palmdale to facilitate the development of approximately 14.32 acres of publicly owned land within the City into housing.

As part of this effort, the City collaborated with its consultants to prepare the site and financial feasibility analysis, the Master Development Plan, a Tentative Tract Map 24-0001, and the environmental documents needed to advance the development of the Project. The proposed Project includes a density bonus to achieve the proposed 330 units (152 affordable walkup apartments, 84 market rate apartments, 60 townhomes, and 34 cottages.). The project is an example of a jurisdiction proactively addressing the regional housing crisis and will accelerate housing production.

21-047-MRFP-41 REAP 1.0 - Preservation of At Risk Units HR AND A ADVISORS INC

SCAG partnered with HR&A advisors to research the challenges to preserving affordable housing, particularly Naturally Occurring Affordable Housing (NOAH). Project deliverables included a detailed Literature Review summarizing existing programs, policies, and case studies, a cost benefit analysis tool to assist local jurisdictions with assessing project level benefits of proposed affordability restrictions in exchange for property tax exemptions, and a detailed white paper with policy recommendations. We also engaged with a Preservation Advisory Committee (PAC) consisting of ten (10) members from representative agencies to weigh in with their experiences and feedback throughout various stages of the Project. This research will inform future work in the area of housing preservation.

22-025-C01 City of Rialto: Smart Cities Warehousing and Logistics REGENTS OF THE UNIVERSITY OF CALIFORNIA

The Smart Cities Plan to Mitigate Impacts of Warehousing and Logistics is a study of existing warehousing and logistics conditions in the City of Rialto. It evaluates technological solutions and includes goals, policies, programs, a pilot project concept, and an implementation plan for regulatory changes and investment in intelligent transportation infrastructure. This project aligns with overall SCS regional planning strategies to reduce VMT and GHG emissions. As part of the Inland Empire, the City of Rialto has regional significance as a major warehousing hub and job center. By increasing the accessibility and mobility of people and freight with technology and innovative designs, the project will help create a more sustainable, equitable transportation system in the region and support regional economic vitality.

22-050-C01 Banning Comprehensive Active Transportation Plan & City of Lynwood Safe Routes to School KTUA

With funding from the 2020 Sustainable Communities Program Active Transportation and Safety call, the cities of Banning and Lynwood developed a Comprehensive Active Transportation Plan (ATP) and Safe Routes to School Plan (SRTS). The City of Banning ATP not only established citywide existing conditions and recommendations, but also placed additional emphasis on priority areas,

including school routes, crash and injury hot spots, and the eastern portion of town that lacks infrastructure to support walking and biking. The ATP includes a practical implementation strategy with preliminary design schematics and concepts, and data that can be used in grant applications for 15 priority projects, including 6 safe routes to schools projects. The Lynwood SRTS Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets in the city are designed and maintained with all users in mind. The SRTS Plan includes a prioritized list of short-term and long-term recommendations for roadways surrounding each school and citywide recommendations to support a safe biking and walking network for students and all roadway users.

**22-052-C01 Connect SoCal 2024 Regional Community Engagement Program PEACOCK SINNING
PUBLIC RELATIONS INC**

Connect SoCal outreach and engagement allowed SCAG to reach a wide range of stakeholders during the development of Connect SoCal 2024. This included partnerships with 16 community-based organizations and hosting 27 in-person and virtual workshops. Other activities included tabling at local events and a region-wide online survey so that people could share their thoughts on the goals and policies for Connect SoCal 2024.

**23-021-C01 Clean Technology Program Compendium and Connect So Cal Support Services
ICF INC LLC**

The SCAG Clean Technology Compendium provides a roadmap for Southern California to transition to a cleaner and more sustainable transportation future. The Compendium supports the region by promoting the adoption of clean technology vehicles, expanding charging and refueling infrastructure, and reducing the region's dependence on fossil fuels. The value of the project lies in its identification of key clean technologies, potential benefits, and barriers to adoption, laying the groundwork for strategic planning and policy development. By outlining concrete recommendations for incentive programs, infrastructure development, public education, and technical assistance, the Compendium provides actionable steps for SCAG and local jurisdictions to promote the adoption of clean transportation technologies. These recommendations emphasize the need for a multi-faceted approach that addresses transportation, housing, sustainability, equity, and resilience to effectively achieve these goals.

**23-028-C01 Transportation Safety Community Modeling Project VANASSE HANGEN BRUSTLIN
INC DBA VHB**

The Community Safety Modeling project will benefit the region by supporting a more proactive and data-focused approach to local and regional traffic safety planning by providing the capability to quantify planning-level safety outcomes in the scenario planning process. The tool will facilitate a

more robust understanding of how local planning decisions, in conjunction with anticipated demographic and/or land use changes, may affect traffic safety.

ACCOUNTING:

Membership Dues

As of September 30, 2024, 179 cities, 6 counties, 6 commissions, and 10 tribal governments have paid their FY25 membership dues. SCAG has collected \$2.63M out of \$2.76M billed. This represents 95.47% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of September 30, 2024, SCAG has invested \$27.30 million in the LAIF account and has earned \$283,157.66 in interest income. The interest earnings are distributed on a quarterly basis with an average interest rate of 4.71%. Also as of September 30, 2024, SCAG has invested \$45.31 million in the REAP Money Market Account and has earned \$625,099.64, in interest income.

Grant Billing as of September 30, 2024

During FY 2024-25, staff has prepared and submitted requests for reimbursements of approximately \$8.36 million to the following agencies (\$4.88 million is for work completed in FY 2023-24). Additionally, since inception of the REAP programs, SCAG received advance funds of \$44.15 million for REAP 1.0 Program and \$61.51 million for REAP 2.0 Program.

1. **CPG Billing: \$7.34 million** to Caltrans for work funded with federal and state grants; \$4.07 million was for work completed in June 2024 while \$3.27 million was for work completed in July 2024. The entire amount has been received.
2. **ATP Billings: \$0.33 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that was completed in April 2024 to June 2024. Of the \$0.33 million, \$0.29 million has been received.
3. **OTS Billings: \$0.28 million** to Office of Traffic Safety for work funded with OTS grants that was completed in April 2024 to June 2024. The entire amount has been received.
4. **MSRC Billing: \$0.21 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed in November 2021 to July 2024. Of the \$0.21 million, \$70,000 has been received.
5. **EPRI Billings: \$0.15 million** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant that was completed in April 2024 to June 2024. The entire amount has been received.
6. **DOE-Clean Cities: \$27,500** to the Department of Energy for work funded with DOE-Clean Cities grant that was completed in April 2024 to June 2024. The entire amount has been received.

7. **LACI Billing: \$13,820** to LA Cleantech Incubator for work funded with the LACI grant that was completed in April 2024 to June 2024. The entire amount has been received.
8. **FCC ACP: \$8,429** to the Federal Communications Commission for work completed in January 2024 to April 2024. The entire amount has been received.
9. **DOE-UCI: \$1,653** to the Regents of the University of California for work funded with the DOE-Clean Cities grant that was completed in April 2024 to June 2024. The entire amount has been received.
10. **ATN: \$1,098** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that was completed in May 2024 to June 2024. The entire amount is still outstanding.
11. **REAP 1.0: \$44.15 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of September 30, 2024. Each \$11.87 million was received in FY21 and FY23, and \$20.41 million was received in FY24. The entire amount has been expended as of June 2024. There is an unbilled amount of \$2.40 million as of September 30, 2024; of which \$1.70 million is for expenditures incurred in June 2024. The entire amount will be billed to HCD in the final billing due November 21, 2024.
12. **REAP 2.0: \$61.51 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of September 30, 2024. Approximately \$17.11 million has been expended to date (\$0.99 million during FY 2024-25).

BUDGET & GRANTS (B&G):

On August 31, 2024, staff submitted the FY 2023-24 (FY24) Overall Work Program (OWP) Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year. In October, Caltrans issued a reconciliation letter to confirm unexpended carryover funds totaling \$14.5 million in CPG funds and other state grants as of June 30, 2024.

In September, staff worked on reviewing budget change requests received for Amendment 1 to the FY 2024-25 (FY25) Comprehensive Budget, including the OWP. The Budget Amendment 1 will increase the FY25 Comprehensive Budget in the amount of \$30,867,046, from \$404 million to \$435 million. This Budget Amendment primarily includes adjustments to account for the actual grant balances certified by Caltrans, as well as adjustments for other carryovers for various Federal, State, and Local funding sources. After approval by the Executive/Administration Committee (EAC) and the Regional Council (RC), on November 7, 2024, Budget Amendment 1 to the FY25 OWP will be submitted to Caltrans for final approval.

In October, staff also worked on preparing the FY 2024-25 OWP 1st Quarter Progress Report as well as other progress reports for various grant funded projects. All the progress reports will be

submitted to the respective funding agencies by the deadline set forth in the respective funding agreements.

Also, during this month, staff prepared and submitted the budget requests for FY 2025-26 Comprehensive Budget, including the OWP. The preliminary analysis and data will be shared with the Executive Team in November. A draft budget will be presented to the EAC and RC in March 2025.

CONTRACTS ADMINISTRATION:

Through the first quarter of fiscal year 2024-25, the Contracts Administration Department staff supported 16 formal procurements and 163 active contracts and issued 339 purchase orders for active agreements. Staff worked with project managers to close 49 contracts that ended from June 30 to August 31, 2024. In this month's consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports the execution of six (6) contracts and one (1) contract amendment and issuing 19 purchase orders to support ongoing business operations.

ATTACHMENT(S):

1. 110724 CFO Charts



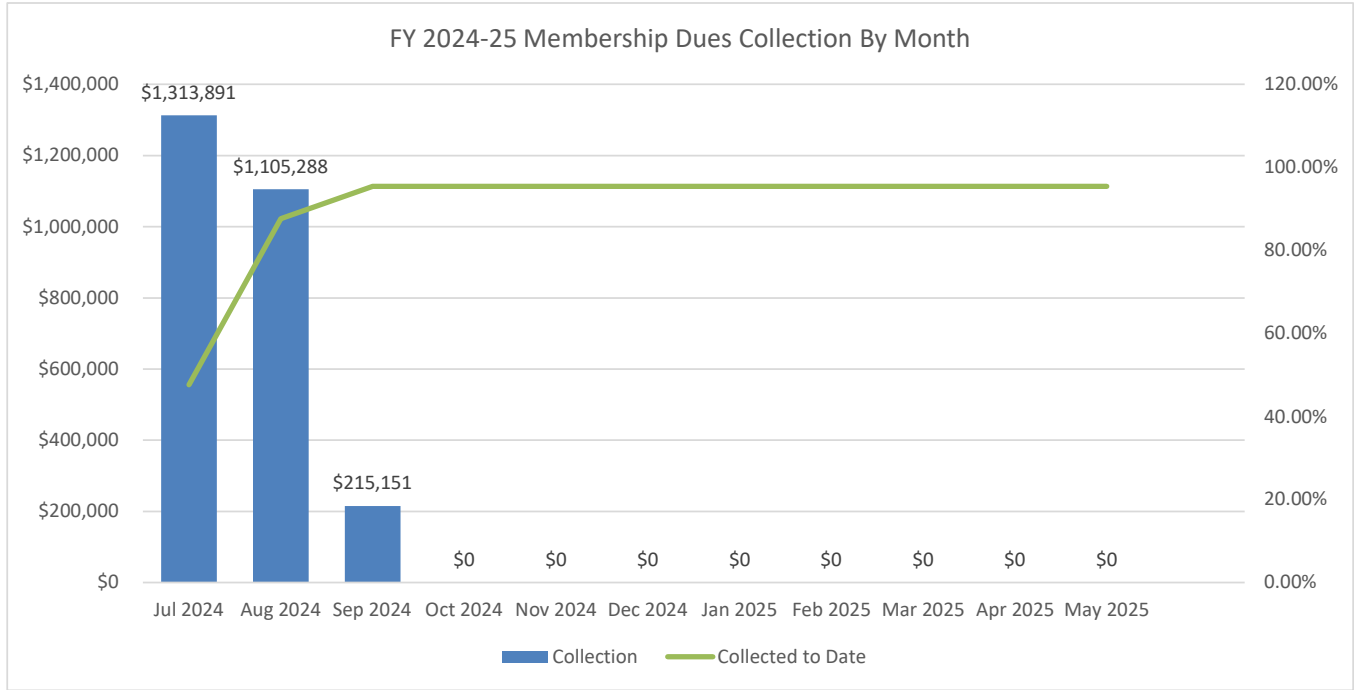
Office of the Chief Financial Officer

Quarterly Report

September 2024



Membership Dues & Collections
 July 1, 2024 through September 30th, 2024



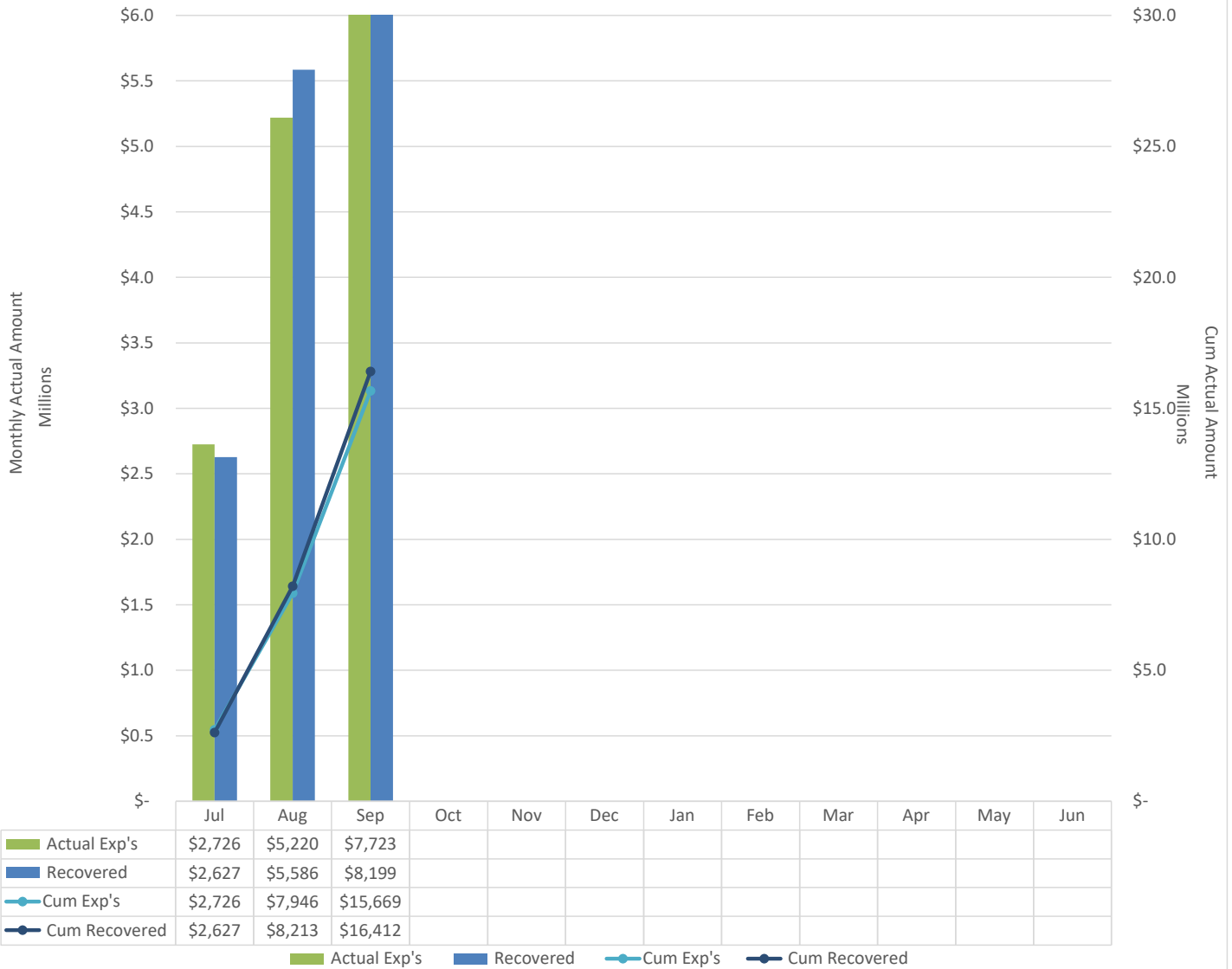
Summary
 As of September 30th, 2024, 179 cities, 6 counties, 6 commissions and 10 tribal governments had paid their FY25 dues. This represents 95.47% of the dues assessment.

FY25 Membership Dues	<u><u>\$ 2,759,319</u></u>
Total Collected	<u><u>\$ 2,634,330</u></u>
Percentage Collected	<u><u>95.47%</u></u>

Attachment: 110724 CFO Charts (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2024 through September 30, 2024



Attachment: 110724 CFO Charts (CFO Monthly Report)

Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through September 2024, SCAG was over-recovered by \$0.7 million due to unspent Indirect Cost budget. The FY 2024-25 IC rate includes a carry-forward of approximately \$1.5 million, which represents an under-recovery of costs from FY 2022-23.



**Consolidated Balance Sheet
As of September 2024**

	<u>Sep-24</u>
Cash & Investment	74,102,606 (1)
Other Assets	7,860,802
Total Assets	81,963,408
Total Liabilities	48,326,116 (2)
	-
Fund Balance	33,637,291
	-
Total Liabilities & Fund Balance	81,963,408

(1) No comparison for the first quarter ending September 30, 2024.

Attachment: 110724 CFO Charts (CFO Monthly Report)



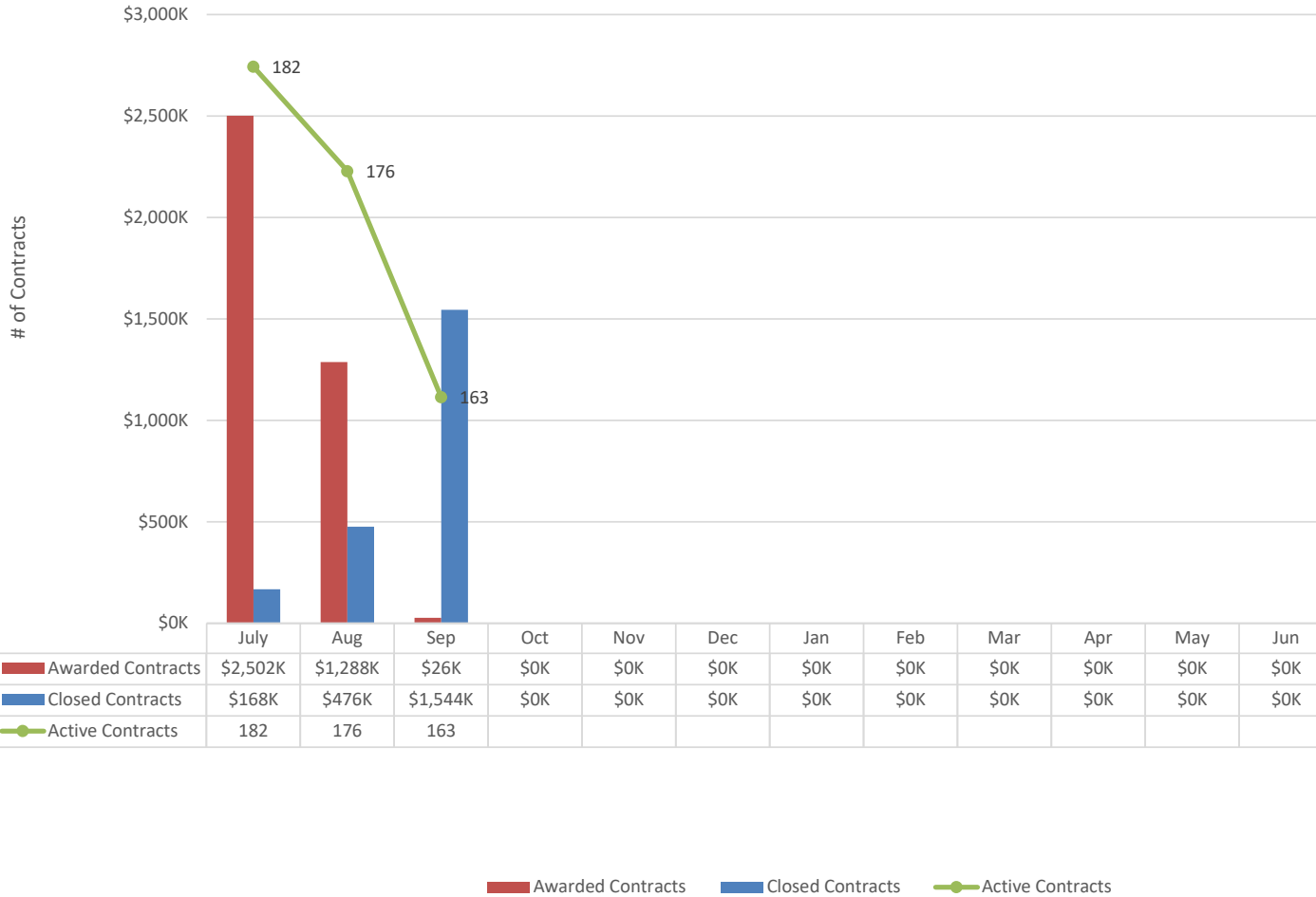
**Consolidated Statement of Revenues, Expenditures, and
Changes in Fund Balances
Quarter Ended September 2024**

	September 2024 Budgetary Comparison Statement		
	July 1, 2024 to September 30, 2024	FY 2024-25 Budget	Under / (Over) Budget
Revenues	40,954,446	456,034,355	415,079,909 ⁽¹⁾
	-	-	
Expenditures:			
Salaries & Benefits	26,545,674	99,756,758	73,211,084
Services & Supplies	6,230,902	356,277,597	350,046,695
Total Expenditures	32,776,576	456,034,355	423,257,779 ⁽¹⁾
	-	-	
Change in Fund Balance	8,177,870		(8,177,870)
Fund Balance Beginning of the Year	25,459,422	25,459,422	-
Fund Balance at End of the Period	33,637,291	25,459,422	(8,177,870)
	-		

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$415.5 million revenue variance and the \$423.6 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.



SCAG Contracts FY2024-25



Overview
This chart shows the number of contracts administered from July to September 2024.

Summary

As illustrated on the chart, the Contracts Administration Department is currently managing a total of 163 contracts. Fifteen (15) are Cost Plus Fixed Fee contracts; 71 are Lump Sum contracts, 32 are Time and Materials contracts (includes Labor Hour and Retainer), and 45 are On-Call Services contracts and related Task Orders.

CFO Report

As of October 1, 2024

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	9	9	0	0	0	0	9
Human Resources	13	12	1	1	0	0	13
Legal Services	3	2	1	1	0	0	3
Finance	37	33	4	2	0	0	35
Information Technology	31	27	4	1	0	0	28
Gov. & Public Affairs	26	24	2	3	0	0	27
Planning & Programs	116	104	12	11	0	1	116
Total	235	211	24	19	0	1	231

CalPERS Membership

