



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

REGIONAL COUNCIL OFFICERS

President
Curt Hagman
County of San Bernardino

First Vice President
Cindy Allen, Long Beach

Second Vice President
Ray Marquez, Chino Hills

Immediate Past President
Jan C. Harnik, Riverside County
Transportation Commission

COMMITTEE CHAIRS

Executive/Administration
Curt Hagman
County of San Bernardino

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

Energy & Environment
Jenny Crosswhite, Santa Paula

Transportation
Tim Sandoval, Pomona

MEETING NO. 672

REGIONAL COUNCIL

Thursday, April 3, 2025
12:15 p.m. – 2:00 p.m.

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

To Attend In-Person:

SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/83115565458>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833
Meeting ID: 831 1556 5458

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

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 Regional Council Meeting Room on the 17th floor starting at 12:15 p.m.

Attend by Computer: Click the following link: <https://scag.zoom.us/j/83115565458>. 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:** 831 1556 5458, 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, April 2, 2025**, 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, April 2, 2025, 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.



RC - Regional Council
Members – April 2025

- 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. Valerie Amezcua**
Santa Ana, RC District 16
- 5. Hon. Debbie Baker**
La Palma, RC District 18
- 6. Hon. Ryan Balius**
Anaheim, RC District 19
- 7. Sup. Kathryn Barger**
Los Angeles County
- 8. Hon. Karen Bass**
Member-At-Large
- 9. Hon. Bob Blumenfield**
Los Angeles, RC District 50
- 10. Hon. Drew Boyles**
El Segundo, RC District 40
- 11. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 12. Hon. Margaret Clark**
Rosemead, RC District 32
- 13. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 14. Hon. Rick Denison**
Yucca Valley, RC District 11
- 15. Hon. Jon Dumitru**
Orange, RC District 17
- 16. Ms. Lucy Dunn**
Business Representative, Non-Voting Member



- 17. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 18. Hon. Shaunna Elias**
Glendora, RC District 33
- 19. Hon. Jesus Escobar**
Imperial County
- 20. Hon. Margaret Finlay**
Duarte, RC District 35
- 21. Hon. Claudia Frometa**
Downey, RC District 25
- 22. Hon. John Gabbard**
Dana Point, RC District 12
- 23. Hon. Victoria Garcia**
San Fernando, RC District 67
- 24. Hon. Gary Gardner**
Desert Hot Springs, RC District 2
- 25. Hon. James Gazeley**
Lomita, RC District 39
- 26. Hon. William Go**
Irvine, RC District 14
- 27. Hon. Michael Goodsell**
ICTC Representative
- 28. Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 29. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**
Gardena, RC District 28
- 31. Hon. Eunisses Hernandez**
Los Angeles, RC District 48
- 32. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 33. Hon. Heather Hutt**
Los Angeles, RC District 57



- 34. Hon. Mike Judge**
VCTC Representative
- 35. Hon. Fred Jung**
Fullerton, RC District 21
- 36. Hon. Ysabel Jurado**
Los Angeles, RC District 61
- 37. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 38. Hon. Trish Kelley**
TCA Representative
- 39. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 40. Hon. Linda Krupa**
Hemet, RC District 3
- 41. Hon. Andrew Lara**
Pico Rivera, RC District 31
- 42. Hon. John Lee**
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**
OCTA Representative
- 44. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 45. Sup. Vianey Lopez**
Ventura County
- 46. Hon. Clint Lorimore**
Eastvale, RC District 4
- 47. Hon. Ken Mann**
Lancaster, RC District 43
- 48. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 49. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 50. Hon. Larry McCallon**
Air District Representative



- 51. Hon. Tim McOsker**
Los Angeles, RC District 62
- 52. Hon. Lauren Meister**
West Hollywood, RC District 41
- 53. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 54. Hon. Marisela Nava**
Perris, RC District 69
- 55. Hon. Frank Navarro**
Colton, RC District 6
- 56. Hon. Adrin Nazarian**
Los Angeles, RC District 49
- 57. Hon. Imelda Padilla**
Los Angeles, RC District 53
- 58. Hon. Traci Park**
Los Angeles, RC District 58
- 59. Hon. Nikki Perez**
Burbank, RC District 42
- 60. Hon. Curren Price**
Los Angeles, RC District 56
- 61. Hon. Nithya Raman**
Los Angeles, RC District 51
- 62. Hon. Daniel Ramos**
Adelanto, RC District 65
- 63. Hon. Gil Rebollar**
Brawley, RC District 1
- 64. Hon. Rocky Rhodes**
Simi Valley, RC District 46
- 65. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 66. Hon. Ali Saleh**
Bell, RC District 27
- 67. Hon. Steve Sanchez**
La Quinta, RC District 66



- 68. Hon. Tim Sandoval**
Pomona, RC District 38

- 69. Hon. Suely Saro**
Long Beach, RC District 29

- 70. Hon. Zak Schwank**
Temecula, RC District 5

- 71. Hon. David J. Shapiro**
Calabasas, RC District 44

- 72. Hon. Emma Sharif**
Compton, RC District 26

- 73. Hon. Marty Simonoff**
Brea, RC District 22

- 74. Sup. Hilda Solis**
Los Angeles County

- 75. Hon. Hugo Soto-Martinez**
Los Angeles, RC District 60

- 76. Sup. Karen Spiegel**
Riverside County

- 77. Hon. Helen Tran**
San Bernardino, RC District 7

- 78. Hon. Butch Twining**
Huntington Beach, RC District 64

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

- 80. Sup. Donald Wagner**
Orange County

- 81. Hon. Alan Wapner**
SBCTA Representative

- 82. Hon. Acquanetta Warren**
Fontana, RC District 8

- 83. Hon. Thomas Wong**
Monterey Park, RC District 34

- 84. Hon. Jeff Wood**
Lakewood, RC District 24



- 85. Hon. Katy Yaroslavsky**
Los Angeles, RC District 52

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



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, April 3, 2025
12:15 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Curt Hagman, President)

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

CHAIR'S REPORT

- *The Honorable David J. Shapiro – Community, Economy, and Human Development Committee*
- *The Honorable Jenny Crosswhite – Energy and Environment Committee*
- *The Honorable Tim Sandoval – Transportation Committee*

ACTION ITEM

1. Nomination and Election of 2025-26 SCAG Officer Positions PPG. 10
(Ruben Duran, Board Counsel)

RECOMMENDED ACTION:

That the Regional Council elect the nominees recommended by the Nominating Committee as SCAG's 2025-26 officers subject to ratification by the General Assembly.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – March 6, 2025 PPG. 26
3. Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget PPG. 41
4. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP PPG. 61



5. Resolution No. 25-672-3 Approving SCAG 2025 Regional Active Transportation Program PPG. 69
6. Resolution No. 25-672-4 Authorizing Executive Director to Execute Obligation Documents PPG. 82
7. 2025-2026 Federal Legislative Platform Update PPG. 86
8. 2025-2026 Federal Surface Transportation Reauthorization Priorities PPG. 95

Receive and File

9. April 2025 State and Federal Legislative Update PPG. 101
10. SCAG Clean Cities Coalition Strategic Plan FY25 Update PPG. 110
11. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold PPG. 115
12. CFO Monthly Report PPG. 124

INFORMATION ITEM

13. Presidential Priorities: Goods Movement and Clean Technology 30 Mins. PPG. 126
(Kome Ajise, Executive Director)
14. Legislative Update – Verbal Report
(Javiera Cartagena, Chief Government and Public Affairs Officer)

BUSINESS REPORT

(Lucy Dunn, Ex-Officio Member; Business Representative) PPG. 135

PRESIDENT'S REPORT

(The Honorable Curt Hagman, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

REPORT

Southern California Association of Governments
April 3, 2025

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jeffery Elder, Chief Counsel/Director of Legal Services
(213) 630-1478, elder@scag.ca.gov

Subject: Nomination and Election of 2025-26 SCAG Officer Positions

Kome Ajise

RECOMMENDED ACTION:

That the Regional Council elect the nominees recommended by the Nominating Committee as SCAG's 2025-26 officers subject to ratification by the General Assembly.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 4: Build a unified culture anchored in the pursuit of organizational excellence.

EXECUTIVE SUMMARY:

On March 12, 2025, the Nominating Committee met to review applications for the 2025-26 Board officer positions for President, First Vice President and Second Vice President. There was one (1) applicant for the position of President, one (1) applicant for the position of First Vice President and two (2) applicants for the position of Second Vice President.

The Nominating Committee unanimously nominated the Honorable Cindy Allen for the position of President, the Honorable Ray Marquez for the position of First Vice President, and the Honorable Jenny Crosswhite for the position of Second Vice President.

All nominated candidates meet the eligibility requirements and are presented to the Regional Council for election. The elected slate of officers will thereafter be presented to the General Assembly as part of its Annual Meeting for ratification.

BACKGROUND:

On March 12, 2025, the Nominating Committee met to review the applications for the 2025-26 Board officer positions for President, First Vice President and Second Vice President.

Four (4) members of the Regional Council submitted timely applications for the three (3) SCAG Officer positions by the deadline of February 14, 2025: For the position of President, Cindy Allen; for the position of First Vice President, Ray Marquez, and for the position of Second Vice President, Jenny Crosswhite and Frank Yokoyama.

After providing opportunity for the applicants to address the committee, and after discussing the respective qualifications of the applicants, the Nominating Committee unanimously nominated the following slate of candidates for the positions as listed below:

For the Position of President:	The Honorable Cindy Allen, Long Beach
For the Position of First Vice President:	The Honorable Ray Marquez, Chino Hills
For the Position of Second Vice President:	The Honorable Jenny Crosswhite, Santa Paula

Attached to this report are the applications of the nominated candidates. Based upon the review of the Nominating Committee and confirmation by staff, all nominated candidates listed above satisfy and meet the minimum eligibility requirements set forth under Article VI, Section C of SCAG's Bylaws. Therefore, the Nominating Committee recommends that the Regional Council elect the slate of officers listed above, subject to ratification by the General Assembly. The slate of officers elected by the Regional Council will then be presented to the General Assembly for ratification as part of its Annual Business Meeting to be held on May 1, 2025. If ratified by the General Assembly, the new Officers will commence their one-year terms of office upon the adjournment of the General Assembly meeting.

ATTACHMENT(S):

1. The Honorable Cindy Allen
2. The Honorable Ray Marquez
3. The Honorable Jenny Crosswhite

From: [Jotform](#)
To: [Maggie Aguilar](#); [SCAGClerk](#)
Subject: Re: 2025-26 SCAG Board Officer Position Application - Cindy Allen
Date: Friday, February 14, 2025 4:45:20 PM

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2025-26 SCAG Board Officer Position Application

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name: Cindy Allen
Phone Number: (562) 331-1620
Email: cindy@cindyallen.com

Name of SCAG member county, city, Transportation Corridor Agencies, air district, county transportation committee, agency of public transportation representative, or federally recognized Indian Nation Tribal Council of which you are a locally elected official. Los Angeles

Application for Board Officer Position: President

Number of months served continuously on the SCAG Regional Council and/or policy committee(s). Note: The Bylaws require, among other requirements, at least 24 36 continuous months of service on the Regional Council and/or a policy committee, with at least 12

Attachment: The Honorable Cindy Allen (Nomination and Election of 2025-26 SCAG Officer Positions)

months of service as a Regional Council member.

Total length of SCAG service (indicate number of years of service) 3

When does the term of your local elected position expire? 12-01-2028

Would term limits prevent you from maintaining your local elected position? No

Please list positions held at SCAG. First Vice President
Second Vice President

1. Why do you wish to serve as a SCAG board officer? I am interested to serve as President of SCAG to contribute to the advancement and development of the Southern California metropolitan area. I'm interested in fostering sustainable development, promoting economic growth, and addressing the unique challenges our region faces. By serving SCAG as President, I hope to leverage my experience to effectively collaborate with stakeholders, implement effective policies, and work towards a better and more sustainable future for all members of our community.

2. As a board officer, what would you contribute to SCAG? I would bring substantial contributions to SCAG based on my experience and accomplishments as Vice Mayor of the City of Long Beach. As a strong relationship builder and net-worker, I aim to enhance collaboration and facilitate meaningful connections. This experience provides me with a deep understanding of the organization's dynamics, allowing me to contribute more effectively to its objectives. Furthermore, I would leverage my established connections with local elected officials in south Los Angeles County and Orange County, as well as at the State and Federal levels. These relationships include longstanding personal friendships with individuals such as Congressman Garcia, State Senator Lena Gonzalez, and Assemblymember Josh Lowenthal. My commitment is to utilize these connections to foster collaboration, strengthen partnerships, and contribute to the continued success of SCAG initiatives.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? Yes if I am able to serve as President, I will be present at all meetings and functions, as I have demonstrated with my current work with SCAG.

(B) What professional or personal constraints do you anticipate on your time or service? I am no longer Vice Mayor so my current availability is more open than it was last year.

4. What values and skills can you bring to SCAG as a board officer? My values center around key principles such as inclusivity, trust, honesty, active listening, and openness. I place a high emphasis on fostering strong relationships not only with elected officials but also with environmentalists, labor representatives, and local neighborhood organizations. I am committed to maintaining these connections, even during times of disagreement, recognizing the pivotal role they play in achieving good local governance and planning the sustainable future of our communities. Through collaboration and an inclusive approach, I aim to contribute to SCAG's mission of fostering not only strong relationships but also meaningful impacts that benefit our communities in the long term.

5. What is your vision for the future of SCAG, and what do you believe needs to be done to accomplish this vision? My vision for SCAG involves not only the expansion of ongoing local government technical assistance and pilot program funding opportunities but also a concerted effort to foster working relationships among cities. Initiatives like Go Human serve as exemplary models, and I envision SCAG creating inclusive toolkits for cities and communities, emphasizing sustainable economic development, climate action, and housing development. Cities that work together often thrive and uplift each other. Recognizing this, SCAG can play a pivotal role by facilitating collaboration and knowledge-sharing. Leveraging its technical expertise and grant programs for pilot projects, SCAG can showcase successful strategies that benefit one jurisdiction and can be adapted for the collective progress of others. Additionally, SCAG's support for understaffed City departments is crucial in implementing vital, future-oriented projects. Ultimately, my vision for SCAG is centered on fostering working relationships that further the goals of all Southern Californians. By promoting collaboration, sharing resources, and facilitating communication, SCAG can contribute significantly to the well-being and sustainable development of the entire region.

6. In your opinion, what are the strengths of SCAG? SCAG stands out as a highly effective convener and facilitator, fostering valuable connections and shared learning among elected officials across our five counties. The organization plays a pivotal role by providing essential funding, technical assistance, and direct planning support, which proves instrumental in piloting innovative ideas and maintaining flexibility in municipal operations across the region. Personally, my experience with SCAG has been enlightening, offering insights that I've successfully applied to my work and representation in the City of Long Beach.

7. What could SCAG improve on? SCAG has the potential to enhance its overall engagement by broadening its reach across the 5 county region. In order to achieve a more comprehensive representation, it could prioritize organizing events in under-represented areas. This approach would involve incorporating onsite demonstrations, tours, or pilot program implementations, providing Regional Council members with firsthand experiences in diverse communities. By actively engaging with a broader spectrum of regions, SCAG can foster a deeper connection with the communities it serves. This not only facilitates a more thorough understanding of the unique challenges and opportunities in different areas but also allows for a more inclusive representation of the entire Southern California population. Moreover, by prioritizing under-represented parts of the 5 counties, SCAG has the chance to address the needs and concerns of marginalized groups directly. This approach aligns with the organization's

commitment to equity and social justice, ensuring that its initiatives and policies are informed by the diverse perspectives present in all corners of the region. In summary, expanding overall engagement through strategic outreach efforts in under-represented areas would not only enrich the learning experiences of Regional Council members but also strengthen SCAG's ability to advocate for and represent the varied interests and needs of the Southern California community as a whole.

Print Your Name Cindy Allen

Date 02-14-2025

Acknowledgement

By checking this box, I acknowledge my printed name above is my signature for submitting this application.

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jotform](#)
To: [Maggie Aguilar](#); [SCAGClerk](#)
Subject: Re: 2025-26 SCAG Board Officer Position Application - Ray Marquez
Date: Saturday, January 18, 2025 11:15:54 AM

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2025-26 SCAG Board Officer Position Application

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name Ray Marquez
Phone Number (909) 226-6538
Email rmarquez@chinohills.org

Name of SCAG member county, city, Transportation Corridor Agencies, air district, county transportation committee, agency of public transportation representative, or federally recognized Indian Nation Tribal Council of which you are a locally elected official. San Bernardino

Application for Board Officer Position 1st Vice President

Number of months served continuously on the SCAG Regional Council and/or policy committee(s). Note: The Bylaws require, among other requirements, at least 24 132 continuous months of service on the Regional Council and/or a policy committee, with at least 12

Attachment: The Honorable Ray Marquez (Nomination and Election of 2025-26 SCAG Officer Positions)

months of service as a Regional Council member.

Total length of SCAG service (indicate number of years of service). 132

When does the term of your local elected position expire? 12-01-2026

Would term limits prevent you from maintaining your local elected position? No

Please list positions held at SCAG. Southern California Association of Government - Regional Council (Assuming October 6, 2014), 2015-2024
SCAG Legislative/Communications and Membership Committee 2017, 2020-2024
SCAG Transportation Committee 2017, 2020-2024 (Chair 2022)
SCAG Executive Administration Committee 2022-2024
SCAG Scholarship Committee 2021-2024 (Chair 2024)
SCAG 2nd Vice President 2024

1. Why do you wish to serve as a SCAG board officer? I have consistently been involved over many years. Chairperson for Transportation, General Assembly Host Committee, and the Scholarship Committee. I'm currently 2nd Vice President. I'm aligned with the direction we are going and I have the ability to move us forward.

2. As a board officer, what would you contribute to SCAG? I will listen, use my skills obtained from past experiences on SCAG to formulate a plan of action, and move our goals and objectives forward.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? Yes.

(B) What professional or personal constraints do you anticipate on your time or service? I have always and will continue to dedicate my time in my official capacity and will modify my schedule with my organization and family.

4. What values and skills can you bring to SCAG as a board officer? I care about people and put myself in their position to formulate an action plan and I like to collaborate and I welcome all types of feedback to make informed decisions.

5. What is your vision for the future of SCAG, and what do you believe needs to be done to accomplish this vision? One of the areas of concern is the need to collaborate at the state and city level regarding RHNA. We must effectively communicate the seriousness of a housing shortage with all our partners.

6. In your opinion, what are the strengths of SCAG?

We are a very diverse group of people and therefore we are able to view situations from many different viewpoints.

7. What could SCAG improve on?

Continue to work as a diverse group to improve California's challenges pertaining to fire, housing, and transportation.

Attach a File

[city council ray marquez.pdf](#)

Print Your Name

Ray Marquez

Date

11-08-2025

Acknowledgement

By checking this box, I acknowledge my printed name above is my signature for submitting this application.

You can [edit this submission](#) and [view all your submissions](#) easily.

Council Member Ray Marquez



Ray Marquez was elected to the Chino Hills City Council in a special election held in March of 2013 to fill the vacancy created by the resignation of former City Council Member Bill Kruger. He served the remainder of that term and was re-elected in 2014, 2018, and 2022. He served as Mayor in 2017 and 2022.

Ray has been an active volunteer, civic leader, and realtor in the community since 1984. He was a member of the Chino Hills Incorporation Committee, which sought to establish Chino Hills as a City. Ray also served as a member of the City's Planning Commission from 1992 to 1994, and the Parks and Recreation Commission from 1994 to 2006. He also served as an elected Board Member for the Chino Valley Independent Fire District from 2006 until he was elected to the Chino Hills City Council in 2013.

District

Council Member Marquez lives in District 1 and was elected to represent this District in the November 8, 2022 General Municipal Election. He, like all other Council Members, takes pride in serving his District, and the entire Chino Hills community. Together they continue to guide policy and make decisions for the overall good of the community.

Current Term of Office

2022 to 2026

City Council Committee Involvement

- Cal Cities (League of California Cities)
 - Board of Directors
 - Inland Empire Division Executive Committee, Past President
 - Latino Caucus Board of Directors, President
 - Latino Caucus Legislative Committee
 - Public Safety Policy Committee
 - State Level - Legislative Task Force
- City of Chino Hills Committee
 - Transportation ad hoc Committee

- California Joint Powers Insurance Authority
- San Bernardino County Transportation Authority (SBCTA)
 - Board of Directors, President
 - General Policy Committee
 - Foothill Gold Line Joint Powers Authority
 - Metro Valley Board Study Session
 - Mobile Source Air Pollution Reduction Review Committee (MSRC)
 - State Route 91 Advisory Committee
 - Transit Committee
- Southern California Association of Governments, Second Vice President
 - Audit Committee, Chair
 - Legislative / Communications & Membership Committee
 - Regional Council Board, District Number 10
 - Scholarship Committee
 - Transportation Committee
- Southern California Regional Rail Authority/Metrolink Board of Directors
 - Contracts, Operations, Maintenance, and Safety Committee
 - Fuel Hedging ad hoc Committee
- Tres Hermanos Conservation Authority

Community Involvement

Currently, Ray's community involvement and affiliations include serving on the San Bernardino County Airports Commission; Y.M.C.A Board of Managers; Carbon Canyon Fire Safe Council; Hope for the Hills; and the Greater Chino Hills Rotary Club. He has also served as a Salvation Army TLC Advisory Board Member, Chino Centennial Advisory Committee member, President of the Canyon Hills Little League for three years, Head Coach for A.Y.S.O, Athletic Director for Junior All-American Football, a member of the Ayala High School Wrestling Booster Club, and has volunteered on the Chino Hills Citizens Patrol.

Community Recognition

Ray was instrumental in the Chino Valley Fire District (CVFD) receiving the first-ever "District of Distinction" accreditation. In addition, he earned Silver Recognition from the Special District Leadership Foundation for completing a Special District Leadership Academy.

Experience

Ray retired from the City of Santa Fe Springs Fire Department in July of 2009 after a 28-year career. Ray is a California-licensed Realtor and Broker.

Family

Ray Marquez and his wife, Barbara were married in 1983 and moved to Chino Hills in 1984. They have three grown children Patrick, Rey, and Andrew. Ray says he feels very fortunate to have been able to raise his family in such a great City, and he loves the great sense of community in Chino Hills. In his personal life, Ray enjoys spending time with his family, which has grown to include son Patrick's wife Kerry, and five grandchildren.

From: [Jotform](#)
To: [Maggie Aguilar](#); [SCAGClerk](#)
Subject: Re: 2025-26 SCAG Board Officer Position Application - Jenny Crosswhite
Date: Thursday, February 13, 2025 10:40:40 PM

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2025-26 SCAG Board Officer Position Application

Acknowledgement

I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the Minimum Eligibility Requirements.

Name Jenny Crosswhite

Email jcrosswhite@spcity.org

Name of SCAG member SCAG Distirct 47
county, city,
Transportation Corridor
Agencies, air district,
county transportation
committee, agency of
public transportation
representative, or
federally recognized
Indian Nation Tribal
Council of which you are
a locally elected official.

Application for Board Officer Position 2nd Vice President

Number of months served continuously on the SCAG Regional Council and/or policy committee(s). Note: The Bylaws require, among other requirements, at least 24 25 continuous months of service on the Regional Council and/or a policy committee, with at least 12 months of service as a Regional Council member.

Attachment: The Honorable Jenny Crosswhite (Nomination and Election of 2025-26 SCAG Officer Positions)

Total length of SCAG service (indicate number of years of service). 2

When does the term of your local elected position expire? 12-02-2026

Would term limits prevent you from maintaining your local elected position? No

Please list positions held at SCAG. Chair, Energy and the Environment Committee
Vice Chair, Energy and the Environment Committee
Regional Council Member
Executive Administration Committee
Legislative and Membership Committee
Greenprint Technical Advisory Committee

1. Why do you wish to serve as a SCAG board officer? Over the past two years, I have been very involved in SCAG am passionate about the work that we are doing. I believe I bring skills and a perspective that are beneficial to SCAG and would love to be part of leading the organization.

2. As a board officer, what would you contribute to SCAG? I have a good working relationship with my colleagues and staff. I believe I could help us to navigate difficult conversations and think critically about the various issues that we are working to address as a region.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? Yes

(B) What professional or personal constraints do you anticipate on your time or service? While I do serve on other boards, I am grateful to have a relatively flexible schedule and would work hard to attend other meetings and functions as needed.

4. What values and skills can you bring to SCAG as a board officer? I value people and working together to find common ground. I am a good listener, public speaker, and I have experience running meetings as I have served as Mayor twice in my city, and as chair of other boards that I have served on. I think through issues thoroughly and always prepare for meetings and discussions.

5. What is your vision for the future of SCAG, and what do you believe needs to be done to accomplish this vision? I would love to see the day where everyone understands the importance of the work that SCAG does. Whether it's around housing issues, transportation, energy and the environment, or resiliency, it would be great if more people could see how the high level planning work we do can help make a difference in their every-day lives.

In order to do that, one thing we need to do is to continue to educate the region about who we are and the value of our work. Part of this comes through more engagement with the city officials in our region. It also comes through finding ways to communicate some of the complex amazing planning work we do to our communities in practical hands-on ways. One example of how this happens comes from something we did when we visited Sacramento last year for our legislative visits. We had lists and descriptions of the projects in each county that would be impacted by the potential cuts to REAP 2.0 so we could tell the State Representative we met with in very practical ways how this funding would impact the residents in their district. We need to find similar ways to share this information with the communities in our region.

6. In your opinion, what are the strengths of SCAG?

SCAG has a lot of strengths. One strength is our diversity. Another is the opportunity we have to come together across the region and share our experiences and perspectives in the shaping of policy and planning for the betterment of the entire region.

7. What could SCAG improve on?

Just like our cities and counties, we can always continue to improve our our public engagement throughout the region.

Attach a File

[Experience.pdf](#)

Print Your Name

Jenny Crosswhite

Date

02-13-2025

Acknowledgement

By checking this box, I acknowledge my printed name above is my signature for submitting this application.

You can [edit this submission](#) and [view all your submissions](#) easily.



Jenny Crosswhite

Councilmember

Strengths

- Strategic Thinking
- Public Speaking
- Attention to Detail
- Relationship building
- Bilingual: English and Spanish

Select Work Experience

- Graphic Designer
- Communications Director
- Pastor
- Event Coordinator
- English as a Foreign Language Program Coordinator
- After School Program Coordinator

Education

- Masters Degree, Divinity, *Louisville Presbyterian Theological Seminary*
- B.A. Degree, Spanish & Graphic Design, *Western Oregon University*

Contact Information

(805) 229-7174

jcrosswhite@spcity.org

Leadership

- Chair, Southern California Association of Governments (SCAG), Energy & the Environment Committee (EEC), 2025-Present
- Vice Chair, SCAG EEC 2024
- Chair, Local Area Formation Commission, 2024
- Vice Chair, Local Area Formation Commission, 2023
- Mayor, City of Santa Paula, 2016, 2022
- Vice Mayor, City of Santa Paula, 2015, 2021
- Councilmember, City of Santa Paula, 2014-Present
- Chair, Ventura Council of Governments, 2021
- Vice Chair, Ventura Council of Governments, 2020
- Vice Chair, Ventura Regional Sanitation District, 2022

Present Council Assignments

- SCAG Regional Council Member
- SCAG Executive Administration Committee Member
- SCAG Energy and the Environment Committee
- SCAG Legislative Committee
- Ventura Local Area Formation Commission (LAFCo)
- Ventura Council of Governments (VCOG), Alternate
- Ventura County Transportation Commission (VCTC)
- VCTC Heritage Valley Policy Advisory Committee
- Santa Paula Branch Line Advisory Committee
- Clean Power Alliance, Board & Executive Committee
- Ventura County Regional Energy Alliance
- Council Economic Development Committee
- Economic Development Collaborative - Ventura County, Alternate

Select Past Council Assignments

- SCAG Greenprint Technical Advisory Committee
- Council Development Agreement Negotiations Team
- Ventura Regional Sanitation District (VRSD)
- VRSD District Personnel and Finance Committee
- VCOG Board and Administrative Committee
- Homeless and Housing Committee
- City Council Finance Committee
- All Children Thrive (ACT) Design Committee
- School District/City Council Joint Committee
- Council Water & Sewer Rate Study Committee
- Council Cannabis Committee
- Council Solid Waste Contract Negotiations Committee
- Council City Council Website Redesign Committee
- Liaison, Citizen's Crops (Emergency Preparedness)
- Liaison, Property Business Improvement District
- Liaison, Parks and Recreation Commission
- Community Action of Ventura County Board Member



NO. 671
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, MARCH 6, 2025

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held a regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Sup. Curt Hagman, President

Hon. Ray Marquez, 2nd Vice President

Sup. Jesus Escobar

Sup. Don Wagner

Sup. Vianey Lopez

Michael Goodsell

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Gil Rebolgar

Hon. Gary Gardner

Hon. Linda Krupa

Hon. Clint Lorimore

Hon. Frank Navarro

Hon. Helen Tran

Hon. Acquanetta Warren

Hon. Rick Denison

Hon. Wendy Bucknum

Hon. Ryan Balius

Hon. Joe Kalmick

Hon. Marty Simonoff

Hon. Frank Yokoyama

Hon. Jeff Wood

Chino Hills

Brawley

Desert Hot Springs

Hemet

Eastvale

Colton

San Bernardino

Fontana

Yucca Valley

Mission Viejo

Anaheim

Seal Beach

Brea

Cerritos

Lakewood

San Bernardino County

District 10

Imperial County

Orange County

Ventura County

ICTC

TCA

VCTC

District 1

District 2

District 3

District 4

District 6

District 7

District 8

District 11

District 13

District 19

District 20

District 22

District 23

District 24



Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Shaunna Elias	<i>Glendora</i>	District 33
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Daniel Ramos	<i>Adelanto</i>	District 65
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Victoria Garcia	<i>San Fernando</i>	District 67
Hon. Larry McCallon		Air District Representative
Ms. Lucy Dunn		Business Representative

Members Not Present

- Hon. Cindy Allen, 1st Vice President**
- Hon. Jan Harnik, Imm. Past President**
- Sup. Kathryn Barger
- Sup. Hilda Solis
- Sup. Karen Spiegel
- Hon. Carlos Leon
- Hon. Alan Wapner
- Hon. Zak Schwank
- Hon. L. Dennis Michael
- Hon. John Gabbard
- Hon. William Go
- Hon. Lauren Kleiman
- Hon. Valerie Amezcua
- Hon. Jon Dumitru
- Hon. Debbie Baker
- Hon. Fred Jung

Members Not Present

- Long Beach***
- Temecula*
- Rancho Cucamonga*
- Dana Point*
- Irvine*
- Newport Beach*
- Santa Ana*
- Orange*
- La Palma*
- Fullerton*

Members Not Present

- District 30**
- RCTC**
- Los Angeles County
- Los Angeles County
- Riverside County
- OCTA
- SBCTA
- District 5
- District 9
- District 12
- District 14
- District 15
- District 16
- District 17
- District 18
- District 21



Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Butch Twining	<i>Huntington Beach</i>	District 64
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Richard Lam, Senior Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Hagman called the meeting to order at 12:17 p.m. and asked Regional Council Member Helen Tran, San Bernardino, District 7, to lead the pledge of allegiance.

PUBLIC COMMENT PERIOD

President Hagman opened the Public Comment Period for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

Board Counsel Duran acknowledged there were no public comments before or after the 5:00 p.m. deadline.

Seeing no public comment speakers for items not listed on the agenda, President Hagman closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CHAIR'S REPORT

David J. Shapiro, Community, Economy and Human Development Committee (CEHD) Chair, reported that the CEHD Policy Committee welcomed several new members to the committee as follows: Peggy Huang, Yorba Linda, OCCOG; Judy Woolsey, Yucaipa, SBCTA; Shauna Elias, RC District 33, Glendora; Victoria Garcia, RC District 67, San Fernando; Gary Gardner, RC District 2, Desert Hot Springs; Joe Baca, Rialto, SBCTA; and Tomas Oliva, El Centro, ICTC. He also noted that the Committee also heard two presentations on an information item related to regional resiliency. The first presentation was from Tennis Wick with Sonoma County who shared how the County of Sonoma rebuilt after a series of devastating wildfires and the mutual aid support that they provide to other fire impacted communities. The second presentation was from Tamra Thetford, Vice President of Impact Evaluation at CNote, who gave a presentation on Community Development Financial Institutions, also known as CDFIs, and how they can serve as strategic financial tools that support resilient rebuilding efforts after a disaster.

There were no comments on the CEHD Chair report.

Jenny Crosswhite, Energy and Environment Committee (EEC) Chair, reported that at the EEC meeting they had one information item on Climate Resilience Districts. She noted that the three presenters were Joseph Dieguez from Kosmont Companies, Tanya Narath from Sonoma County

Transportation Authority and the Regional Climate Protection Authority, and Nuin-Tara Key from California Forward. She indicated the presenters provided background on what Climate Resilience Districts are and can do, how they compare to other tax increment funding tools, the range of eligible investments, the process and requirements for establishing them, their role in increasing overall resilience and reducing the risks from hazards such as wildfires, and their potential to help maintain and stabilize insurance costs in vulnerable communities.

There were no comments on the EEC Chair report.

Tim Sandoval, Transportation Committee (TC) Chair, reported that the Transportation Committee acted on two items: 1) the STBG/CMAQ Program Guidelines and Call for Project Nominations; and 2) the SCAG 2025 Regional Active Transportation Program. He indicated these items were critical programs which SCAG facilitates on behalf of their membership to continue to meet the goals of their regional plan Connect SoCal by funding numerous mobility projects throughout the region. Additionally, he reported that the Committee heard two informational item presentations and that they also focused on the topic of Regional Recovery and Resilience in the face of Disasters, following last month's JPC discussions. He indicated that the presentations emphasized transportation issues associated with recovery, rebuilding, and resilience. He noted that the speakers included representatives from Caltrans District 7 emergency response operations and from Ventura County Transportation Commission, discussing their recently completed emergency preparedness plans and associated transportation challenges. He also reported that the chairs of each policy committee met with the executive leadership to ensure SCAG's ongoing regional planning efforts recognize some of the significant challenges the region faces with respect to resiliency and recovery.

There were no comments on the TC Chair report.

Ruben Duran, Board Counsel, noted that Mayor Frank Navarro from the City of Colton was participating through an accommodation under the Americans with Disabilities Act.

ACTION ITEM

1. Approval of the Fiscal Year 2025-26 Draft Comprehensive Budget

Kome Ajise, Executive Director, provided brief comments on the comprehensive budget. He shared that there was a drop in the budget from last year. He explained that the one question that had been coming up was what the potential impact of the new administration was on the budget going forward. He shared that they had been paying attention to everything that was happening in DC and would continue to provide updates. He indicated that they did not see any significant impact on the budget at this point. He called their attention to page 12 of the agenda packet and noted that

the chart included recurring funding sources that are formula funds that come out of appropriated funds by Congress. He explained that they had been assured by the Administration that those funds were not subject to any of the pullbacks that they have. He indicated that what was at risk were the discretionary funds, the one-time funding to date. He shared that they had not seen any callback on the funds that they have listed on their programs. He also noted that they had seen confirmation going forward that some of the discretionary funding might be sustained by the administration.

Cindy Giraldo, Chief Financial Officer, presented the fiscal year 2026 draft comprehensive budget totaling \$391 million. She indicated that the proposed budget was presented to the Executive Administration Committee, where they unanimously voted in support of the budget. She explained that the budget adoption process was a bit unique and likely different than the process followed by local agencies. She indicated that SCAG was required by their Bylaws to adopt an annual comprehensive budget and was also required by Federal and State law to develop an annual overall work program. She noted that with Regional Council approval they would release the overall work program for a required 30-day public comment period, would then return to the Regional Council in May for final approval, and in compliance with their Bylaws, the General Fund budget and the membership assessment schedule would be approved by the General Assembly in May as well. She noted that the budget was \$44 million or 10% below the current year budget and indicated that the fiscal year 26 budget before them was largely a continuation of the work that was currently underway. She explained that the reduction in the budget reflected the progress that they have been making toward completing the agency programs. She further explained that 76%, or nearly \$300 million of the total budget was comprised of competitive or non-reoccurring grants, the most significant of which includes: 1) the \$207 million for the REAP 2 program; 2) the \$65 million for the Last Mile Freight Program, which includes both grant and local match amounts; and 3) the \$12 million for the Safe Streets for All Federal grant. She clarified that since these revenues are non-reoccurring, they would expect the annual budget to decline as they make progress towards completing the grant work. She also noted that \$49 million was coming from a reduction or a spend-down of these one-time grant revenues. She further noted that offsetting that decrease was an increase in their reoccurring revenue sources of just about \$6 million, which was attributable to a carryover of current year funding into fiscal year 2026 to fund ongoing projects. She also explained that the largest component was the overall work program, which totals just under \$385 million and is spread across 35 different agency programs. She noted that within the staff report on page 18 of the agenda packet, a chart had been provided that detailed the total budget for each of these programs and within the comprehensive budget document starting on page 53 they could find narratives for each program that described the program's objectives and its alignment with the Strategic Plan. She explained that the total budget was broken down by the major expenditure category. She highlighted that in Table 2 of the staff report, over 50% or \$201 million of their total \$390 million budget, was allocated for pass-through payments or technical assistance to local agencies throughout the region. She noted that if they included the Last Mile Freight Program which started before they began tracking pass-through payments separately, that percentage

actually increased to 68% or \$266 million of their total budget being distributed out to their local agencies in the region. She further explained that the next largest category was consultants, which totaled \$59 million, and the largest component of this budget included: \$20 million for the Carbon Reduction Surface Transportation Block Grant and Congestion, Mitigation and Air Quality Programs; \$17 million for the Last Mile Freight Program, which is really a pass through program; \$8 million to support Connect SoCal development, outreach, and implementation; and \$11 million to support REAP 2 and other one-time grant funded activities. With respect to salaries and benefits, she noted it was just under \$50 million and when combined this budget funded 237 positions, which was an increase of 2 limited term employees and the conversion of one employee from part time to full time. She indicated the details of these specific staffing changes had been included as Attachment 2 of the staff report. She further explained there were no proposed changes to the SCAG staff salary schedule and the only proposed employment employee benefit change was to decrease the waiting period for short-term disability from the current 30 days to 14 days, which had an estimated annual cost of \$57,000. She reported that in-kind and cash/local other are match commitments predominantly related to the Last Mile Freight Program. She also explained that the other cost category was used to set aside the labor budget from one-time multi-year grants, and as she had previously noted, they were continuing to make progress on completing their one-time grant commitments. She indicated there was a decline in the set aside for future labor costs from \$40 million to \$25 million. She reported that the proposed general fund budget totaled \$2.8 million and provided funding for the Regional Council and its subcommittees for stipends and travel, the General Assembly, and other expenditures that were likely not grant eligible. Lastly, she mentioned that the general fund budget and membership schedule would be submitted to the General Assembly for approval on May 1st and indicated that the membership assessment was calculated in accordance with the SCAG Bylaws and the membership dues were adjusted by the recent year over year consumer price index change. She highlighted that the calculated membership dues for each agency could be found on page 86 of the agenda packet.

There were no Public Comments on Item 1.

A MOTION was made (Ramos) that the Regional Council: 1) Approve the Fiscal Year 2025-26 Draft Comprehensive Budget in the amount of \$390,819,246; 2) Authorize the release of the FY 2025-26 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2025-26 General Fund Budget and Membership Assessment and transmit to the General Assembly. Motion was SECONDED (Shapiro) and passed by the following roll call votes.

AYES: Balius, Bucknum, Clark, Crosswhite, Denison, Eich, Elias, Escobar, Goodsell, Hagman, Henderson, Hernandez, Judge, Kalmick, Kelley, Krupa, Lara, Lopez, Lorimore, Manos, Marquez, McCallon, Meister, Navarro, Ramos, Rebolgar, Rhodes, Saleh, Sanchez, Sandoval, Shapiro, Sharif, Simonoff, Tran, Tye, Wagner, Warren, Wong, Wood, and Yokoyama (40)

NOES: Garcia (1)

ABSTAIN: None (0)

2. FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines and Call for Project Nominations

Executive Director Ajise provided a report on the program guidelines for the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ program which was also the call for nominations. He noted they would eventually come back to the Regional Council to present projects for approval in December. He thanked the stakeholders and staff across the region that worked with SCAG staff to get to this point. He shared they were about a month behind in the conversation but thought they were up to speed taking their time to understand what effects the new Administration might have had on this program. He noted that this program had about a billion dollars in it and was an opportunity to do projects that were consistent with Connect SoCal. He also emphasized it was an opportunity to get resources to all their agencies, to update their infrastructure along the lines of creating choice and mobility opportunities across the region.

There were no Public Comments on Item 2.

A MOTION was made (Sandoval) to approve the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. Authorize the Executive Director to initiate the call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. Motion was SECONDED (Bucknum) and passed by the following roll call votes.

AYES: Balius, Bucknum, Clark, Crosswhite, Denison, Eich, Elias, Escobar, Gardner, Goodsell, Hagman, Henderson, Hernandez, Judge, Kalmick, Kelley, Krupa, Lara, Manos, Marquez, McCallon, Meister, Navarro, Ramos, Rebollar, Rhodes, Saleh, Sanchez, Sandoval, Saro, Shapiro, Sharif, Simonoff, Tye, Wagner, Warren, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Regional Council Member Frank Yokoyama stated that he noticed that the minutes of the February 6 meeting indicated that he was not in attendance at the Regional Council meeting. He requested that it be corrected as he attended the Regional Council meeting on February 6.

There were no Public Comments on the Consent Calendar.

Approval Items

3. Minutes of the Meeting – February 6, 2025
4. Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands Economic and Resilience Benefits Study
5. Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis Technical Assistance (TA) Program
6. Early Legislative Bills – Support
7. SCAG Memberships and Sponsorships

Receive and File

8. March 2025 State and Federal Legislative Update
9. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
10. CFO Monthly Report

A MOTION was made (Ramos) to approve Consent Calendar Items 3 through 7, with the correction on the minutes; and Receive and File Items 8 through 10. Motion was SECONDED (Manos) and passed by the following roll call votes.

AYES: Balias, Bucknum, Clark, Crosswhite, Denison, Eich, Elias, Escobar, Garcia, Gardner, Goodsell, Hagman, Hernandez, Judge, Kalmick, Kelley, Krupa, Lara, Lopez, Lorimore, Marquez, McCallon, Meister, Navarro, Ramos, Rebolgar, Rhodes, Saleh, Sanchez, Sandoval, Saro, Shapiro, Sharif, Tran, Tye, Wagner, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

11. Legislative Update

Javiera Cartagena, Chief Government and Public Affairs Officer, stated she would continue to provide updates as things moved along in Sacramento and Washington, DC. As for Sacramento, she reported the deadline for bill introduction was February 21st and noted a total of 2,350 bills were introduced as compared to last year which was 2,124 bills. She noted that the legislative committees were now meeting and holding informational hearings, and they would continue to monitor these bills as many of them were in spot bill format. She shared that their focus this year would be in advocating for housing dollars given the success of REAP 1 and 2, recovery efforts after the fires, and needed changes to SB 375, among other issues.

On the Federal side, she reported that there are a lot of moving parts and shifts happening in Washington, DC that may or may not affect SCAG's work. She noted that they had been in strong communications with partners across the nation as they evaluated the Executive Orders, memos, and rulemaking actions from the administration. She stated that in speaking with committee staff and the Congressional offices while in DC last month, they wanted to know how agencies were being affected as they were in an information gathering stage. She stated that they would be in a more informed position in the next few months. She also stated that if any of the jurisdictions were experiencing significant changes, to please contact SCAG.

She reported that the USDOT was shifting priorities toward economic efficiency and cost-benefit analysis as they were evaluating transportation investments. She stated that as Congress began discussions on the next reauthorization bill, which was set to expire in 2026, this would succeed the IJJA and SCAG would begin engaging members and addressing some of those priorities.

She also reported that there were two major budgetary negotiations going on in the Congress that may result in spending cuts to Federal programs, including transportation and infrastructure. On the government funding piece, she stated that funding for the Federal Government was currently operating on a continuing resolution (CR) that expires March 14. She noted that House Speaker Mike Johnson said that he wanted to pass the clean government funding extension through September 30, which was the end of the Federal fiscal year to avoid a potential shutdown. She shared that then they would work on incorporating some cuts proposed by the Department of Government Efficiency, which would start on October 1st.

On Reconciliation, she reported that Congress was also using the budget reconciliation process to pass a major financial package that includes tax cuts, spending cuts, and other budget related

policies. She explained that leadership in the U.S. Senate preferred a two-bill approach to reconciliation with the first bill containing budget reconciliation instructions for \$340 billion, which was passed about two weeks ago, and that focus on border and defense spending and domestic energy production that would be fully offset by corresponding spending cuts. She indicated that the Senate would then handle the various tax provisions in the second reconciliation at a later time. She also explained that this was what the President had been calling the “one beautiful bill” and the House voted 217 to 215 to adopt a budget measure for Reconciliation, which includes \$4.5 trillion in tax cuts as well as \$2 trillion in spending reductions. She indicated they recognized there was a bit of uncertainty and would continue to work with the Administration as these changes come about. Lastly, she noted that the Legislative/Communications and Membership Committee would be discussing their priorities for reauthorization and thought this was where they could have the highest level of impact.

BUSINESS REPORT

Regional Council member Lucy Dunn presented a report on the state of the business community. She highlighted the need for certainty in economic trade and policy, and the challenges faced by the business community due to inflation, market downturn, and cost increases. She also mentioned the report on Impact of the 2025 LA wildfires and noted property damage was estimated at \$28-\$54 billion, job losses at 25,000-49,000, and lost economic output at \$5-\$9 billion. She emphasized the importance of speeding up the rebuilding process to lessen these negative economic impacts. She also commended the SCAG Economic Roundtable for their report on the economic news for the region. She indicated that the next GLUE Council meeting was scheduled for March 31.

President Hagman informed the Regional Council that not all votes were captured for the Consent Calendar and asked the Clerk to call out the missing members to recast their vote. The vote on the Consent Calendar is reflected above and passed.

PRESIDENT’S REPORT

President Hagman reported the 2025 Regional Conference and General Assembly was scheduled for May 1-2 in Palm Desert. He noted that it was the 60th anniversary and indicated it was a great place to network and meet fellow members. He shared that the General Assembly included their annual voting on SCAG’s new leadership and budget for the coming fiscal year. He also reported they had finalized the nominations for their annual Scholarship Committee and Nominating Committee, the memberships were as follows:

- Nominating Committee: Jan C. Harnik (Chair), Gilbert Rebollar, Ali Saleh, Margaret Finlay, Marty Simonoff, Larry McCallon, and Vianey Lopez

- Scholarship Committee: David J. Shapiro, Mike Goodsell, Claudia Frometa, Victoria Garcia, Trish Kelley, Jan C. Harnik, Steve Manos, Acquanetta Warren, Rocky Rhodes, Dr. So-Ra Baek, and Dr. James Moore.

He explained the functions of each committee and thanked the members of these committees for their time and service in these endeavors. He also acknowledged Mayor Warren for the ribbon cutting ceremony of the North America manufacturing plant for zero-emission trucks in Fontana. He also reported that at last month's meeting, they welcomed many new Regional Council and Policy Committee members. He noted that they continued that welcome with a special new member orientation session on February 26 to onboard their new colleagues. He shared that they had nearly 30 local elected officials and their staff in attendance. He also noted that SCAG staff presented an overview of SCAG's structure and work, and several former Regional Council members spoke about their experience with SCAG. Lastly, he reminded the members that the next regular meeting of the Regional Council was scheduled for Thursday, April 3 at 12:15 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise thanked the Board for approving the STBG/CMAQ guidelines and noted that the online application would be available from March 31 through May 16. He shared that SCAG would host workshops on March 12 and 18 to engage with potential applicants and offer office hours to provide assistance. He also indicated that the County Transportation Commissions would host their own workshops. He noted that they would be coming back with recommendations for awards by December 2025. He also reported that they attended the NARC conference and while there, they had the opportunity to meet with Senators, Congressmembers, and minority staff from the Senate and House committees that were dealing with the reauthorization. He also shared that they had a meeting with Intergovernmental Relations staff from the U.S. Department of Transportation. He indicated that they would be in Sacramento with some Board members to meet with stakeholders and legislators. Lastly, he reported that he attended a groundbreaking ceremony for the Calexico Intermodal Transportation Center (ITC) on February 28. He explained that the ITC project was a \$19 million project and that it was the first REAP 2.0 funded project. He shared that this mobility hub would hopefully help provide easy transportation mobility in the Calexico region. He acknowledged Kate Kigongo and Sarah Jepson for their role in this project.

President Hagman expressed that he would like to see a working subgroup on homeowners' insurance to see if there is anything they can do because the issue was probably affecting all their jurisdictions.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Daniel Ramos, Adelanto, District 65, thanked Executive Director Ajise for helping them [the city of Adelanto] overcome a huge hurdle. He explained that the city since 1985 had not been able to develop alongside highway 395. He shared that within the last year and specifically the last 60 days, through Mr. Ajise's mentorship, guidance, and introductions to people, they were about 60 days away from having an agreement modified and being able to build on highway 395. He indicated this was going to be massive, not only for the city of Adelanto, but also the surrounding area.

ADJOURNMENT

There being no further business, President Hagman adjourned the meeting of the Regional Council at 1:07 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report

2024-2025

MEMBERS	Representing	2024-2025													Total Mtgs Attended To Date
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May		
Allen, Cindy	Long Beach, RC District 30	1			0		1	1			1	0			4
Amezcuca, Valerie	Santa Ana, RC District 16	0			0			0	0			0	0		0
Baker, Debbie	La Palma, RC District 18											1	0		1
Balius, Ryan	Anaheim, RC District 19											1	1		2
Barger, Kathryn	Los Angeles County	0			0			0	0			0	0		0
Bass, Karen	Los Angeles, (Member at Large)	0			0			0	0			0	0		0
Blumenfield, Bob	Los Angeles, RC District 50	0			0			0	0			0	0		0
Boyles, Drew	El Segundo, RC District 40	1			0			0	0			0	0		1
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D	1	D		1	1	D		1	1		6
Clark, Margaret	Rosemead, RC District 32	1			1			0	1			1	1		5
Crosswhite, Jenny	Santa Paula, RC District 47	1			1			1	1			1	1		6
Denison, Rick	Yucca Valley, RC District 11	1			1			1	1			1	1		6
Dumitru, Jon	Orange, RC District 17	1			0			0	1			0	0		2
Dunn, Lucy	Business Representative	1			1			1	1			0	1		5
Eich, Keith	La Cañada Flintridge, RC District 36	1			1			1	1			1	1		6
Elias, Shaunna	Glendora, RC District 33											1	1		2
Escobar, Jesus	Imperial County											1	1		2
Finlay, Margaret E.	Duarte, RC District 35	1	A	A	0	A		1	1	A		0	0		3
Frometa, Claudia M.	Downey, RC District 25	1			0			0	0			0	0		1
Garcia, Victoria	San Fernando, RC District 67											1	1		2
Gardner, Gary	Desert Hot Springs, RC District 2											1	0		1
Gabbard, John	Dana Point, RC District 12	0			1			1	1			1	0		4
Gazeley, James	Lomita, RC District 39	1			0			0	0			0	0		1
Go, William	Irvine, RC District 14											1	0		1
Goodsell, Mike	ICTC Representative				1			1	1			1	1		5
Hagman, Curt	San Bernardino County	1			1			1	1			1	1		6
Harnik, Jan C.	RCTC Rrepresentative	1			1			1	1			1	0		5
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0			0			0	0			0	0		0
Henderson, Mark E.	Gardena, RC District 28	1			0			1	1			0	1		4
Hernandez, Eunisses	Los Angeles, RC District 48	0			0			0	0			0	0		0
Hernandez, Laura	Port Hueneme, RC District 45	1			1			0	1			1	1		5
Hutt, Heather	Los Angeles, RC District 57	0	R	R	0	R		0	0	R		0	0		0
Judge, Mike T.	VCTC Representative	1			1			1	1			1	1		6
Jung, Fred	Fullerton, RC District 21											1	0		1
Jurado, Ysabel	Los Angeles, RC District 61											0	0		0
Kalmick, Joe	Seal Beach, RC District 20	1			1			1	1			0	1		5
Kelley, Trish	TCA Representative	1			0			1	1			1	1		5
Kleiman, Lauren	Newport Beach, RC District 15	1			0			0	0			0	0		1
Krupa, Linda	Hemet, RC District 3	1	K	K	0	K		0	1	K		1	1		4
Lara, Andrew	Pico Rivera, RC District 31				1			1	0			1	1		4
Lee, John	Los Angeles, RC District 59	0			0			0	0			0	0		0
Leon, Carlos A.	OCTA Representative	0			1			1	1			0	0		3
Lock Dawson, Patricia	Riverside, RC District 68	0			1			1	1			1	0		4
Lopez, Vianey	Ventura County	0			1			1	1			1	1		5
Lorimore, Clint	Eastvale, RC District 4	1			1			1	1			1	1		6
Mann, Ken	Lancaster, RC District 43	1			0			0	1			0	0		2
Manos, Steve	Lake Elsinore, RC District 63	1			1			1	1			1	1		6
Marquez, Ray	Chino Hills, RC District 10	1			1			1	1			1	1		6
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	0			0			0	1			0	0		1
McCallon, Larry	Air District Representative	1			1			1	1			0	1		5
McOsker, Tim	Los Angeles, RC District 62	1			0			0	0			0	0		1
Meister, Lauren	West Hollywood, RC District 41	1			1			1	1			1	1		6
Michael, L. Dennis	Rancho Cucamonga, RC District 9	0			0			0	0			0	0		0
Nava, Marisela	Perris, RC District 69	1			1			1	1			0	0		4
Navarro, Frank J.	Colton, RC District 6	1			0			1	0			1	1		4
Nazarian, Adrin	Los Angeles, RC District 49											0	0		0
Padilla, Imelda	Los Angeles, RC District 53	0			0			0	0			0	0		0
Park, Traci	Los Angeles, RC District 58	0			0			0	0			0	0		0
Perez, Nikki	Burbank, RC District 42	0			0			1	1			1	0		3
Price, Curren D.	Los Angeles, RCDistrict 56	0			0			0	0			0	0		0

Attachment: RC Attendance Sheet 2024-25 (Minutes of the Meeting - March 6, 2025)

Raman, Nithya	Los Angeles, RC District 51	0	0	0	0	0	0	0	0
Ramos, Daniel	Adelanto, RC District 65					1	1		2
Rebollar, Gil	Brawley, RC District 1	1	1	0	0	1	1		4
Rhodes, Rocky	Simi Valley, RC District 46	1	1	1	0	1	1		5
Rodriguez, Monica	Los Angeles, RC District 54	0	0	0	0	0	0		0
Saleh, Ali	Bell, RC District 27	1	0	1	1	0	1		4
Sanchez, Steve	La Quinta, RC District 66	1	1	1	1	0	1		5
Sandoval, Tim	Pomona, RC District 38	1	0	0	0	1	1		3
Saro, Suely	Long Beach, RC District 29	1	1	0	1	1	1		5
Schwank, Zak	Temecula, RC District 5	0	0	0	0	0	0		0
Shapiro, David J.	Calabasas, RC District 44	1	1	1	1	1	1		6
Sharif, Emma	Compton, RC District 26					1	1		2
Simonoff, Marty	Brea, RC District 22	1	1	1	1	1	1		6
Solis, Hilda	Los Angeles County	0	0	0	0	0	0		0
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0	0	0	0	0		0
Spiegel, Karen	Riverside County	1	1	1	1	1	0		5
Tran, Helen	San Bernardino, RC District 7					0	1		1
Twining, Butch	Huntington Beach, RC District 64					1	0		1
Tye, Steve	Diamond Bar, RC District 37	1	0	0	1	0	1		3
Wagner, Donald P.	Orange County	1	1	1	1	1	1		6
Wapner, Alan	SBCTA/SBCOG	1	1	1	0	1	0		4
Warren, Acquanetta	Fontana, RC District 8	1	1	0	1	1	1		5
Wong, Thomas	Monterey Park, RC District 34	1	1	1	1	1	1		6
Wood, Jeff	Lakewood, RC District 24	1	1	1	1	1	1		6
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0	0	0	0	0		0
Yokoyama, Frank A.	Cerritos, RC District 23	1	0	1	1	1	1		5
		46		35		38	43		47
									43



AGENDA ITEM 3
REPORT

Southern California Association of Governments
April 3, 2025

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: Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25
Comprehensive Budget, including the Overall Work Program (OWP)

Kome Ajise

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 25-672-1 approving a second amendment (Budget Amendment 2) to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;
2. A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;
3. A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;
4. A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;
5. Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner; and
6. Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, 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. 25-672-1 approving a second amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;
2. A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;
3. A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;
4. A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;
5. Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner; and
6. Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, 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. 25-672-1 approving a second amendment (Budget Amendment 2) to the Fiscal Year 2024-25 Comprehensive Budget in the amount of \$14,166,511, including:

1. ***A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;***

2. ***A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;***
3. ***A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;***
4. ***A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;***
5. ***Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner, whichever is sooner; and***
6. ***Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, 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.

On November 7, 2024, the EAC and RC approved Amendment 1 to the FY 2024-25 Comprehensive Budget, including Overall Work Program (OWP), increasing the budget from \$403.7 million to \$434.6 million. The 2024-25 OWP budget was increased from \$396.1 million to \$426.7 million. The changes were primarily due to adjustments to account for the actual grant balances certified by Caltrans, adjust for other carryovers for various Federal, State, and Local funding sources, and program new and additional one-time special grants such as Office of Traffic Safety (OTS), Caltrans Sustainable Transportation Planning Grants Program, Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG).

DISCUSSION:

A. Budget Amendment

Staff recommends that the EAC and RC approve Budget Amendment 2 to the FY 2024-25 Comprehensive Budget in the amount of \$14,166,511, increasing the FY 2024-25 Comprehensive Budget from \$434.6 million to \$448.7 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 Amend #1	Change	FY25 Amend #2
FHWA PL - Metropolitan Planning	29,217,057	(149,816)	29,067,241
FTA 5303 - Metropolitan Planning	17,414,572	(254,623)	17,159,949
FHWA SPR - Strategic Partnerships	500,000	-	500,000
FTA 5304 - Strategic Partnerships Transit	500,000	-	500,000
Federal Other	16,623,574	7,466,584	24,090,158
Carbon Reduction Program (CRP)	10,351,736	19,930,262	30,281,998
Congestion Mitigation and Air Quality (CMAQ)	2,424,178	3,154,254	5,578,432
Surface Transportation Block Grant Program (STBG)	1,465,323	7,402,326	8,867,649
SB 1 - Sustainable Communities Formula Grants	9,060,758	1	9,060,759
SHA - Sustainable Communities Grants	299,959	-	299,959
TDA	10,516,359	(174,279)	10,342,080
State Other	4,919,506	1,050,690	5,970,196
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	1,618,152	-	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	215,442,243	-	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,618,913	-	16,618,913
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	84,674,911	(24,270,052)	60,404,859
General Fund	3,224,698	15,764	3,240,462
Net Projected Indirect Cost and Fringe Benefits Cost Carryforward	3,548,304	47,800	3,596,104
TOTAL FUNDING SOURCES	434,569,328	14,166,511	448,735,839

i. FY 2024-25 Overall Work Program (OWP)

Budget Amendment 2 to the FY 2024-25 Comprehensive Budget includes an increase to the FY 2024-25 OWP in the amount of \$14,105,947, increasing the FY 2024-25 OWP budget from \$426.7 million to \$440.8 million. Table 2 shows the changes to the FY 2024-25 OWP Funding Sources:

OWP FUNDING SOURCES	FY25 Amend #1	Change	FY25 Amend #2
FHWA PL - Metropolitan Planning	29,217,057	(149,816)	29,067,241
FTA 5303 - Metropolitan Planning	17,414,572	(254,623)	17,159,949
FHWA SPR - Strategic Partnerships	500,000	-	500,000
FTA 5304 - Strategic Partnerships Transit	500,000	-	500,000
Federal Other	16,623,574	7,466,584	24,090,158
Carbon Reduction Program (CRP)	10,351,736	19,930,262	30,281,998
Congestion Mitigation and Air Quality (CMAQ)	2,424,178	3,154,254	5,578,432
Surface Transportation Block Grant Program (STBG)	1,465,323	7,402,326	8,867,649
SB 1 - Sustainable Communities Formula Grants	9,060,758	1	9,060,759
SHA - Sustainable Communities Grants	299,959	-	299,959
TDA	9,742,094	(171,279)	9,570,815
State Other	4,919,506	1,050,690	5,970,196
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	1,618,152	-	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	215,442,243	-	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,618,913	-	16,618,913
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	84,370,271	(24,270,052)	60,100,219
TOTAL FUNDING SOURCES	426,717,421	14,105,947	440,823,368

- 1) **(\$150K)** decrease for FHWA PL and **(\$255K)** decrease for FTA 5303 (Consolidated Planning Grants (CPG) funds) based on the Final FY 2024-25 Formula CPG Allocations letter issued by Caltrans;
- 2) **\$7.5 million** increase for Federal Other to program new grants and renewal allocation funding, which are currently pending grant agreement and amendment executions:
 - a. \$1.4 million in Strategic Innovation for Revenue Collection (SIRC) program to explore innovative user-based alternative revenue mechanisms;
 - b. \$6.0 million in 2024 Safe Streets and Roads for All (SS4A) grant to install semi-permanent pedestrian safety infrastructure in partnership with the Los Angeles Department of Transportation (LADOT);
 - c. \$115K in Year 5 of the Department of Energy (DOE) Clean Cities Coalition Network Outreach, Education and Performance Tracking Program funds;
- 3) **\$19.9 million** increase for the Carbon Reduction Program (CRP), **\$3.2 million** increase for Congestion Mitigation and Air Quality (CMAQ) and **\$7.4 million** increase for Surface Transportation Block Grant (STBG) to program full/multi-year funding for the existing projects. Some of these funds are still pending funding authorization by Caltrans;
- 4) **(\$171K)** net reduction for Transportation Development Act (TDA):

- a. (\$233K) net reduction primarily due to switching the match fund source from TDA to Toll Credit for CRP funding, and programming TDA match for the new grants such as SIRC and SS4A;
 - b. \$48K increase for Consultant and travel costs;
 - c. \$14K net increase for various Full-Time equivalent (FTE) allocation updates;
- 5) **\$1.1 million** increase for State Other funds due to programming of Active Transportation Program (ATP) Cycle 7 funding to support 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Program. The allocation process and funding authorization by Caltrans is still pending; and
- 6) **(\$24.3 million)** net decrease for In-Kind/Cash/Local Other due to:
- a. (\$26.0 million) decrease for Last Mile Freight Program (LMFP) in-kind contributions from partner agencies to reflect the updated project scope and budget;
 - b. \$1.6 million combined increase for the 2024 SS4A and SIRC grants' in-kind contributions from partner agencies;
 - c. \$161K increase for cash contribution by a partner agency for a REAP 2.0 project;
 - d. (\$52K) decrease for in-kind match for various transportation planning projects that are funded by CPG and SB1.

Table 3 shows the changes to the FY 2024-25 OWP expenditures:

Table 3. FY 2024-25 OWP Expenditures			
OWP EXPENDITURES	FY25 Amend #1	Change	FY25 Amend #2
Salaries, Allocated Fringe Benefits and Indirect Cost	55,948,645	89,063	56,037,708
Consultants*	60,936,112	9,782,752	70,718,864
Consultants-Technical Assistance/Pass-Through Payments	193,604,144	17,462,888	211,067,032
Non-Profits/IHL	10,500	-	10,500
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	83,825,061	(24,431,052)	59,394,009
Other Costs	26,243,874	11,254,696	37,498,570
TOTAL EXPENDITURES	426,717,421	14,105,947	440,823,368

*Consultants includes Consultants and Consultant Toll Credits

- 1) **\$89K** increase in Salaries, Allocated Fringe Benefits and Allocated Indirect Costs due to the staffing changes and various FTE allocation changes (please see **Salary Schedule Update and Personnel Changes** section below);
- 2) **\$9.8 million** increase in Consultants:

- a. **\$16.5 million** and **\$2.8 million** increase for CPR and STBG funding respectively to program full/multi-year Consultant costs for existing projects;
 - b. **(\$9.5 million)** reduction for CRP, 2023 SS4A and TDA Consultant costs to shift from Consultant to Consultants-Technical Assistance cost category; and
 - c. **\$104K** combined increase for Consultant costs for the Regional Early Action Planning of 2019 (REAP 1.0) and Inclusive Economic Recovery Strategy (IERS) projects;
- 3) **\$17.5 million** increase for Consultant-Technical Assistance/Pass-Through Payments:
- a. **\$9.5 million** increase for CRP, 2023 SS4A and TDA to shift from Consultant to Consultants-Technical Assistance cost category;
 - b. **\$1.1 million** increase for ATP Cycle 7 Consultant-Technical Assistance costs to support the 2024 SCP ATP program;
 - c. **\$5.7 million** increase for 2024 SS4A to pass through the funding to LADOT, for a project entitled, SCAG Events and Games Pedestrian Safety Program;
 - d. **\$1.1 million** increase for SIRC to pass through the funding to a partner agency who was co-applicant of the grant award; and
 - e. **\$161K** increase for cash contribution from a partner agency to support one of the REAP 2.0 projects;
- 4) **(\$24.4 million)** combined net decrease for In-Kind Commitments and Cash/Local Other, primary due to the previously mentioned LMFP in-kind contributions reduction;
- 5) **\$11.3 million** increase for Other Costs, primarily due to programming set-aside for future fiscal years' labor budget for special grants such as \$3.0 million for CRP (inclusive of TDA match), \$3.2 million for CMAQ, \$4.6 million for STBG, and \$0.4 million for REAP 2.0 and DOE.

Attachment 2 includes a detailed list of FY 2024-25 Comprehensive Budget changes, including the OWP. The updated FY 2024-25 OWP incorporating Amendment 2 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>.

REAP 2.0 Program Budget

As previously reported in FY 2024-25 Budget Amendment 1, staff revised the grant scope document and submitted it to the Department of Housing and Community Development (HCD) for review and approval. Following HCD's approval of our revised REAP 2.0 scope, staff will execute the necessary documents with HCD to amend our grant agreement and budget. In order to expeditiously implement the revised scope without any delay and to maximize the use of REAP 2.0 funding staff is seeking authorization to:

- 1) Reallocate funds between approved projects,
- 2) Increase or decrease approved project budgets, including eliminating funding for projects that are not likely to be completed within the timeframe allowable under the REAP 2.0 guidelines,
- 3) And shift available funding to SCAG administered regional projects and ATP projects

Changes would be implemented as deemed necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments would be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

CEQA Compliance

To the extent the OWP contains projects requiring a discretionary decision by SCAG, the projects are subject to the California Environmental Quality Act (CEQA). Where SCAG is undertaking these projects, it will comply with CEQA. Generally, based on experience, projects where SCAG is undertaking a project are anticipated to be exempt from CEQA based on statutory requirements (the CEQA definition of a project, planning and/or feasibility studies) and/or the project falling into one or more of the categories of projects that are considered exempt under CEQA Guidelines. Projects programmed in the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) and their amendments are required to undergo an environmental review by the lead agency at the project level. To the extent SCAG is providing funding to the projects via federal and state grants, such projects are subject to agreements with SCAG which require the grant recipient to undertake an environmental review at the project level.

ii. Indirect Cost Budget

This Budget Amendment results in an increase of **\$174,032** to the Indirect Cost Budget, increasing the budget from \$35,156,049 to \$35,330,081. The proposed changes include:

- \$63,112 net increase in Salaries and Allocated Fringe Benefits due to staffing and FTE allocation changes;
- \$110,920 net increase in various cost categories, including but not limited to Temporary Staff, Co-location Services, SCAG Membership, Printing and Travel costs to support operational activities.

The amended Indirect Cost Budget includes \$35.33 million for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program.

iii. General Fund Budget

This Budget Amendment results in an increase of **\$15,764** to the General Fund Budget, increasing the total budget from \$3,224,698 to \$3,240,462. The increase is primarily to account for the FTE allocation changes for staff.

B. Enterprise Resource Planning (ERP) Modernization Initiative

SCAG currently utilizes Microsoft Dynamics Great Plains (Microsoft GP) in combination with its Financial Management System (FMS) as the primary financial system of record. However, Microsoft has announced that it will discontinue support for Microsoft GP on December 31, 2029. Given that the existing systems are becoming outdated, SCAG recognizes the need for a more modern, integrated system to support and streamline key business processes such as financial reporting, grant management, project management, procurement, and human resources activities.

To address these challenges and ensure long-term operational sustainability, SCAG will initiate a comprehensive discovery process to assess and select a new Enterprise Resource Planning (ERP) system. The goal is to replace the current siloed financial systems with a unified ERP platform that automates manual processes, eliminates redundancies, and integrates financial and operational data across departments. This will provide actionable insights, enabling more informed decision-making and enhanced operational efficiency.

The implementation of a new ERP system will be a multi-year, agency-wide effort. To ensure its success, significant staff involvement will be required to manage both the workload and cross-divisional collaboration necessary for such a complex project. Therefore, staff is requesting approval for the Executive Director to hire up to ten (10) limited-term positions to support the discovery and implementation phases and to establish a cross-functional project team.

Funding for the full implementation of the ERP system will be addressed in a future phase. Staff expects to return to the Executive Administration Committee and Regional Council in late 2025, following the completion of the discovery phase, with a more detailed project overview and a formal request for implementation funding.

C. Salary Schedule Update and Personnel Changes

Budget Amendment 2 includes a net increase of one additional position, removal of an upgrade, and addition of upgrades, as proposed in **Attachment 3**. These changes will result in a net increase of 1 position, which will increase the total position count from 235 to 236 with an approximate total net increase of \$42,377 for the FY 2024-25 Budget and an annual ongoing impact of \$183,483. These staffing changes will be incorporated into FY 2025-26 Budget through FY 2025-26 Budget Amendment 1.

In addition, staff would like to request pre-authorization to conduct two Modeling Supervisor upgrades. Human Resources recently completed the assessment of these upgrades to ensure alignment with organizational needs; however, due to the timing, the budget impacts of these upgrades were not incorporated in this Budget Amendment. The estimated impact for the FY 2024-25 Budget is \$17,082 with an annual ongoing impact of \$68,327. The budget impacts of these upgrades will be included in FY 2025-26 Budget Amendment 1.

Lastly, included in this amendment is an update to the Salary Schedule to add a new Legislative Affairs Supervisor classification to enhance the planning, coordination, and management of SCAG’s legislative initiatives and outreach efforts. This position will assume responsibility for overseeing the Legislative Communications & Membership Committee, supervising the Legislative Affairs team, and supporting the Government Relations Department in coordinating and prioritizing outreach events. The Legislative Affairs Supervisor will provide additional leadership support to the Legislative Affairs and Government Relations functions while managing key responsibilities. Staff is still evaluating the classification of the position based on the experience and expertise needed for the position to be successful. Following the evaluation process, a higher job grade for the Legislative Affairs Supervisor classification may be recommended. If a higher job grade for the classification is recommended, staff is requesting pre-authorization to move forward with the recruitment and hiring of the position at the recommended classification with the higher job grade level and the resulting fiscal impact, if needed, will be included in the FY 2025-26 Budget Amendment 1. Upon approval, the salary schedule will be updated to include the Legislative Affairs Supervisor classification as shown below:

Classification	Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly
Legislative Affairs Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87

FISCAL IMPACT:

Budget Amendment 2 increases the FY 2024-25 Comprehensive Budget in the amount of \$14.2 million increasing the FY 2024-25 Comprehensive Budget from \$434.6 million to \$448.7 million, which includes an increase to the FY 2024-25 OWP in the amount of \$14.1 million, increasing the OWP budget from \$426.7 million to \$440.8 million. After approval by the EAC and RC, Amendment 2 to the FY 2024-25 OWP will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget including the Overall Work Program (OWP)
2. Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2
3. Attachment 3 - List of Personnel Changes - FY 2024-25 Comprehensive Budget Amendment 2



RESOLUTION NO. 25-672-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 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

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

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COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

Energy & Environment Jenny Crosswhite, Santa Paula

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 the Regional Council subsequently approved Amendment 1 to the FY 2024-25 Comprehensive Budget including OWP in November 2024; and

WHEREAS, Amendment 2 to the FY 2024-25 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of 14,105,947, from \$426,717,421 to \$440,823,368; an Indirect Cost budget increase of \$174,032, from \$35,156,049 to \$35,330,081; a General Fund budget increase of \$15,764, from \$3,224,698 to \$3,240,462; a Transportation Development Act (TDA) Other Work Program budget decrease of \$3,000, from \$774,265 to \$771,265; and

WHEREAS, Amendment 2 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 April 3, 2025.

Attachment: Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget including the Overall Work Program

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the Amendment 2 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 2 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’s REAP 2.0 Budget to reflect the program updates and changes approved by HCD. This authorization includes the ability

to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

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 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.

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 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG’s Enterprise Resource Planning project, 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 3rd day of April, 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification	
Sarah Jepson	010.0170.01	RTP Amendments, Management and Coordination	SCAG	(146,447)				(129,649)																	(16,798)	FTE Adjustment	
Sarah Jepson	010.0170.09	Performance-Based Planning and Programming Improvement	SCAG	(97,622)				(86,425)																		(11,197)	FTE Adjustment
Sarah Jepson	010.1631.02	Transportation Demand Management (TDM) Planning	SCAG	128,681					113,921																	14,760	FTE Adjustment
Sarah Jepson	010.1631.04	Congestion Management Process (CMP)	SCAG	19,347				17,128																		2,219	FTE Adjustment, Task Manager Update
Sarah Jepson	010.1631.08	Transportation System Management and Operations	SCAG	(79,050)				(69,983)																		(9,067)	FTE Adjustment
Sarah Jepson	010.1631.08	Transportation System Management and Operations	SCAG																								Task Manager Update
Sarah Jepson	010.2106.02	System Management and Preservation	SCAG	(29,980)				(26,541)																		(3,439)	FTE Adjustment
Sarah Jepson	010.2106.02	System Management and Preservation	SCAG																								Task Manager Update
Sarah Jepson	015.0159.01	RTP Financial Planning	SCAG	27,888				24,689																		3,199	FTE Adjustment
Sarah Jepson	015.4909.01	Regional Transportation Plan Technical Support	SCAG	(65,825)				(58,274)																		(7,551)	FTE Adjustment
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	SCAG	3,770				3,338																		432	Changes associated with staffing changes
Sarah Jepson	020.0161.05	Intergovernmental Review (IGR)	SCAG	(32,877)				(29,106)																		(3,771)	FTE Adjustment
Sarah Jepson	020.0161.05	Intergovernmental Review (IGR)	SCAG	1,885				1,669																		216	Changes associated with staffing changes
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	SCAG	6,284				5,563																		721	Changes associated with staffing changes
Sarah Jepson	030.0146.02	Federal Transportation Improvement Program	SCAG	264,523					234,183																	30,340	FTE Adjustment
Sarah Jepson	030.0146.03	Federal Project Selection, Monitoring, and Management	SCAG	47,574									47,574														FTE Adjustment
Sarah Jepson	030.0146.03	Federal Project Selection, Monitoring, and Management	SCAG																								Task Manager Update
Sarah Jepson	045.0694.01	GIS Development & Applications	SCAG	75,136				66,518																		8,618	FTE Adjustment
Sarah Jepson	045.0694.03	Professional GIS Services Program Support	SCAG	(71,649)				(63,431)																		(8,218)	FTE Adjustment
Sarah Jepson	045.0694.03	Professional GIS Services Program Support	SCAG	71,649				63,431																		8,218	FTE Adjustment
Sarah Jepson	045.0694.04	GIS Modeling and Analytics	SCAG	(2,518)				(2,229)																		(289)	FTE Adjustment
Sarah Jepson	045.0694.07	AI / Big Data Research and Development, AI / Big Data Readiness Research	SCAG	130,890				115,877																		15,013	FTE Adjustment
Sarah Jepson	045.0694.07	AI / Big Data Research and Development, AI / Big Data Readiness Research	SCAG																								Task Manager Update
Sarah Jepson	050.0169.01	Complete Streets: RTP/SCS Active Transportation Dev. & Implementation	SCAG	(63,520)				(56,234)																		(7,286)	FTE Adjustment
Sarah Jepson	050.0169.10	RTP/SCS Active Transportation Dev. & Implementation	SCAG	(12,159)				(10,764)																		(1,395)	FTE Adjustment
Sarah Jepson	050.0169.11	Active Transportation Program	SCAG	(49,697)				(43,997)																		(5,700)	FTE Adjustment
Sarah Jepson	050.4920.01	Go Human Evolution	SCAG	(27,251)				(24,125)																		(3,126)	FTE Adjustment
Sarah Jepson	055.0133.06	University Partnership & Collaboration	SCAG	(47,638)				(42,174)																		(5,464)	FTE Adjustment
Sarah Jepson	055.0704.02	Region Wide Data Coordination	SCAG	15,700				13,899																		1,801	FTE Adjustment
Sarah Jepson	060.0124.01	Multimodal Corridor Planning	SCAG	(35,898)				(31,780)																		(4,118)	FTE Adjustment
Sarah Jepson	060.0124.01	Multimodal Corridor Planning	SCAG																								Steps/Products Update
Sarah Jepson	065.4876.01	Priority Agricultural Lands	N/A	-																							Steps/Products Update
Sarah Jepson	070.0130.10	Model Enhancement and Maintenance	SCAG	(27,896)				(24,697)																		(3,199)	FTE Adjustment
Sarah Jepson	070.2665.01	Scenario Planning and Modeling	SCAG	(53,348)				(47,229)																		(6,119)	FTE Adjustment
Sarah Jepson	095.1533.01	Regional Transportation Plan Outreach	SCAG	(98,070)				(86,821)																		(11,249)	FTE Adjustment
Sarah Jepson	095.1533.02	Regional Planning & Policy Intern Program	SCAG																								Task Manager Update
Javiera Cartagena	095.1633.01	Public Involvement	SCAG	(98,070)				(86,821)																		(11,249)	Changes associated with staffing changes
Sarah Jepson	095.1633.01	Public Involvement	SCAG	10,955					9,698																	1,257	FTE Adjustment
Javiera Cartagena	095.4906.01	Tribal Government Engagement	SCAG	(17,141)				(15,175)																		(1,966)	Changes associated with staffing changes
Sarah Jepson	100.1630.04	Regional ITS Architecture Update - Phase 2	SCAG	4,295				3,803																		492	FTE Adjustment
Sarah Jepson	100.1630.04	Regional ITS Architecture Update - Phase 2	SCAG																								Task Manager Update

Attachment: Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2

FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification	
Sarah Jepson	100.4901.01	Broadband Planning	SCAG	(16,907)				(14,969)																	(1,938)	FTE Adjustment	
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	Steps/Products Update	-																							Steps/Products update
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	SCAG	(6,686)						(5,919)			(767)													-	FTE Adjustment
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	SCAG	844,292						843,525			767													-	FTE Adjustment; increased Misc Labor Budget to program additional grant funding
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	CON	8,745,598						8,745,598																-	Increased Consultant budget to program additional grant funding
Sarah Jepson	100.4911.02	Transportation User Fee - Planning Groundwork Project Phase II	Steps/Products Update	-																							Steps/Products update
Sarah Jepson	100.4911.02	Transportation User Fee - Planning Groundwork Project Phase II	SCAG	43,844				38,814																		5,030	FTE Adjustment
Sarah Jepson	100.4911.03	SB743 Mitigation Support	Steps/Products/Task Manager Update	-																							Steps/Products and Task Manager update
Sarah Jepson	100.4911.04	Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	CON	-									-													-	Consultant GL update
Sarah Jepson	100.4911.04	Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	N/A	-																							Steps/Products update
Sarah Jepson	115.4912.01	Clean Technology Program	SCAG	(25,363)				(22,454)																		(2,909)	FTE adjustment
Cindy Giraldo	120.0175.01	OWP Development & Administration	SCAG	161,316					142,813																	18,503	FTE adjustment
Sarah Jepson	120.0175.01	OWP Development & Administration	SCAG	(383,092)				187,358	(526,510)																	(43,940)	FTE adjustment; decreased CPG Misc Labor Budget based on the FY25 Final CPG Allocation amounts
Sarah Jepson	130.0162.02	Regional Partner Agency Collaboration	SCAG	(18,361)				(16,255)																		(2,106)	FTE adjustment
Sarah Jepson	130.0162.02	Regional Partner Agency Collaboration	Steps/Products/Task Manager Update	-																							Steps/Products/Task Mgr Update
Sarah Jepson	130.0162.18	Goods Movement Planning	SCAG	25,363				22,454																		2,909	FTE adjustment
Sarah Jepson	130.0162.18	Goods Movement Planning	SCAG	1,886				14,558					(14,558)													1,886	GL update
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	SCAG	-						-																	Fund Source Update
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	SCAG	1,629,902						1,629,902																	Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	CON	3,208,542						3,208,542																	Consultant budget and GL update
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	-																							Steps/Products update, Added Misc. Labor per FTE decrease
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	(13,649)						(12,084)			(1,565)														FTE adjustment
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	550,031						548,466			1,565														FTE Adjustment; increased Misc Labor Budget to program additional grant funding
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	CON	4,000,000						4,000,000																	Increased Consultant budget to program additional grant funding
Sarah Jepson	130.0162.22	Alternative Technology Assessment for Freight	CON	500,000						500,000																	Increased Consultant budget to program additional grant funding
Sarah Jepson	140.0121.01	Transit Planning	SCAG	(17,531)					(15,520)																	(2,011)	FTE adjustment
Sarah Jepson	140.0121.02	Passenger Rail Planning	SCAG	(27,551)					(24,391)																	(3,160)	FTE adjustment
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	SCAG	886									1,564	(678)													FTE adjustment
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	SCAG	(886)									(1,564)	678													FTE adjustment
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	Steps/Products/Task Manager Update	-																							Task Manager/Steps update
Sarah Jepson	145.4957.01	Planning for Main Streets	SCAG	-									5,282	(5,282)													FTE adjustment
Sarah Jepson	145.4957.01	Planning for Main Streets	SCAG	-									(5,282)	5,282													FTE adjustment
Sarah Jepson	145.4957.01	Planning for Main Streets	Steps/Products/Task Manager Update	-																							Steps/Products update
Sarah Jepson	225.3564.19	FY24 OTS - Pedestrian and Bicycle Safety Program	SCAG	1,333									1,333														Increased travel budget
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	1,050,690																			1,050,690			Increased Consultant budget to program additional grant funding	
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	(4,395,422)														(4,395,422)									Updated Consultant GL to Consultant-TA
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	4,395,422														4,395,422									Updated Consultant GL to Consultant-TA
Sarah Jepson	225.4955.02	2024 Safe Streets and Roads for All	CON	7,500,000									68,750											1,431,250	-	Added Consultant budget for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	SCAG	151,721									54,661		97,060												Added FTE for a new grant

Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2

FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	SCAG	317,227									114,287		202,940											Added Misc Labor for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	CON	1,051,584											1,051,584											Added Consultant budget for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	CON	168,948																			168,948	-	Added in-kind match for a new grant		
Sarah Jepson	230.0174.05	Regional Aviation Program Development and Implementation in support of RTP/SCS	SCAG	(40,942)				(36,246)																	(4,696)	FTE adjustment	
Sarah Jepson	230.0174.05	Regional Aviation Program Development and Implementation in support of RTP/SCS	Task Manager Update																							Task Manager update	
Sarah Jepson	235.4900.01	Local Information Services Team (LIST)	SCAG	47,639				42,175																	5,464	FTE adjustment	
Sarah Jepson	235.4900.02	Local Technical Assistance and Toolbox Tuesdays	SCAG	(36,383)									(36,383)													FTE adjustment	
Sarah Jepson	235.4900.02	Local Technical Assistance and Toolbox Tuesdays	Task Manager Update																							Task Manager update	
Sarah Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	SCAG	115,000																		115,000				Added additional grant funding in anticipation of the grant renewal	
Sarah Jepson	275.4823.08	Connect SoCal Implementation Call for Projects (SCP Call 4) (FY24 SB 1 Formula)	SCAG	-													-									FTE adjustment and Misc Labor budget adjustment	
Sarah Jepson	275.4882.03	Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula)	SCAG	129,802													114,913								14,889	FTE adjustment	
Sarah Jepson	275.4882.03	Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	275.4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	SCAG	(18,246)									(18,246)													FTE adjustment	
Sarah Jepson	275.4923.01	Highways to Boulevards Regional Study (FY23 SB 1 Formula)	Steps/Products Update																							Steps/Products update	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	-																						FTE adjustment	
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	SCAG	37,155									37,155													Task Manager update/FTE adjustment	
Sarah Jepson	290.4871.04	Connect SoCal Implementation (FY24 SB 1 Formula)	SCAG	-													-									FTE adjustment	
Sarah Jepson	290.4871.04	Connect SoCal Implementation (FY24 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	290.4871.05	Connect SoCal Implementation (FY25 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	290.4896.02	Regional Resiliency Analysis (FY23 SB 1 Formula)	Steps/Products Update	-																						Extending Steps and Products to 2/28/2026 per time extension request submitted to Caltrans	
Sarah Jepson	290.4915.02	Connect SoCal - Development of Land Use Strategies (FY24 SB 1 Formula)	SCAG	2,016									2,016													FTE adjustment	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	14,598												14,598										FTE adjustment	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	(14,597)												(14,597)										FTE adjustment	
Sarah Jepson	290.4924.01	Regional Housing Program	SCAG	(20,112)									(20,112)													FTE adjustment	
Sarah Jepson	290.4924.01	Regional Housing Program	SCAG																							Task Manager Update	
Sarah Jepson	290.4931.01	SCAG Regional Travel Survey (FY24 SB 1 Formula)	SCAG	(577,774)																				(447,972)	(14,889)	The task is closed; re-purposed the savings	
Sarah Jepson	290.4931.02	SCAG Regional Travel Survey (FY25 SB 1 Formula)	CON	447,972																			447,972			Shifted the local cash from .01 to .02 to continue the work	
Sarah Jepson	290.4947.01	Regional Partner Agency Collaboration (FY25 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Steps/Products/Task Mgr Update	
Sarah Jepson	290.4951.01	CBO Strategy (FY25 SB 1 Formula)	SCAG	-																						FTE adjustment	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	57,201																					57,201	Updated Consultant budget to reflect the actual	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	(54,091)																					(54,091)	Re-allocated the funding to Consultant GL	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	3,283																					3,283	Updated Consultant budget to reflect the actual	
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(25,575)																						(25,575)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(16,633)																						(16,633)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(62,708)																						(62,708)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(200,209)																						(200,209)	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	72,822																						72,822	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	47,359																						47,359	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	178,551																						178,551	FTE adjustment

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FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification	
Sarah Jepson	303.4917.01	Economic Empowerment - New Funding and Partnerships	SCAG	16,352									16,352													FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	CON	(2,482,530)																	(2,482,530)					Updated Consultant GL	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	CON	2,482,530																	2,482,530					Updated Consultant GL	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(175,629)																	(175,629)					FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(114,220)																	(114,220)					FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(430,627)																	(430,627)					FTE adjustment	
Sarah Jepson	305.4926.01	REAP 2.0 - TPP	CON	(770,272)																	(770,272)					Updated Consultant GL	
Sarah Jepson	305.4926.01	REAP 2.0 - TPP	CON	770,272																	770,272					Updated Consultant GL	
Sarah Jepson	305.4927.02	REAP 2.0 - DMTTA	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(11,522)																	(11,522)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(7,493)																	(7,493)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(28,251)																	(28,251)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	CON	161,000																	-		161,000			Added cash match for Consultant work	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	148,696																	148,696					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	96,705																	96,705					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	364,591																	364,591					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	CON	(815,550)																	(815,550)					Updated Consultant GL	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	CON	815,550																	815,550					Updated Consultant GL	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(35,287)																	(35,287)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(22,949)																	(22,949)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(86,521)																	(86,521)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	302,507																	302,507					FTE adjustment; Misc Labor budget adjustment	
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG	165,533				146,546																	18,987	FTE adjustment	
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG	9,036				8,000																		1,036	Increased travel budget
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG																							Steps/Products update	
Sarah Jepson	310.4874.02	Key Connections Strategy Team	SCAG	(29,978)				(26,539)																		(3,439)	FTE adjustment
Sarah Jepson	310.4874.03	Planning Studios	SCAG	(103,958)				(92,034)																		(11,924)	FTE adjustment
Sarah Jepson	310.4874.03	Planning Studios	Task Manager Update																								Task Manager Update
Sarah Jepson	310.4874.04	Connect SoCal Performance Measurement & Monitoring	SCAG	(78,367)				(69,379)																		(8,988)	FTE adjustment
Sarah Jepson	310.4883.01	Complete Streets: Transportation Safety	SCAG	59,289				52,488																		6,801	FTE adjustment
Sarah Jepson	310.4883.02	Transportation Safety	SCAG	52,400				46,390																		6,010	FTE adjustment
Sarah Jepson	315.4898.01	Last Mile Freight Program (MSRC)	Steps/Products/Task Manager Update	-																							Steps/Products update
Sarah Jepson	315.4898.01	Last Mile Freight Program (MSRC)	CON	(26,031,250)																				(26,031,250)			Update in-kind match
Sarah Jepson	320.4902.01	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	CON	46,833									46,833														Increased Consultant budget
Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	SCAG	-																							Updated fund code
Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	SCAG	-									13,775														Updated the funding from TDA to grant funding

Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2

**FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification
Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	CON	-						45,880			(45,880)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	SCAG	-						-																Updated fund code
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	SCAG	1,291						17,660			(16,369)													Updated the funding from TDA to grant funding; updated Misc Labor Budget to reflect the updated grant award amount
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	CON	-						77,996			(77,996)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	N/A	-																						Task Manager update
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	SCAG	-						-																Updated fund code
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	SCAG	-						35,906			(35,906)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	CON	-						281,015			(281,015)													Updated the funding from TDA to grant funding
Sarah Jepson	400.4958.01	2028 Games Freight TDM Implementation	SCAG	1,577,127								1,577,127														Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	SCAG	-								-														Updated fund code
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	CON	1,577,127								1,577,127														Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	CON	-								-														Updated fund code
Sarah Jepson	400.4960.01	Active Transportation for the 2028 Games	SCAG	1,379,387							1,379,387															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4961.01	Community Hub Toolkits	SCAG	1,893,552							1,893,552															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4961.01	Community Hub Toolkits	CON	2,500,000							2,500,000															Increased Consultant Budget to program additional grant funding
Sarah Jepson	500.4962.01	Federal Highway Funding Project Selection, Monitoring, and Delivery	SCAG	1,379,387							1,379,387															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	500.4962.01	Federal Highway Funding Project Selection, Monitoring, and Delivery	CON	250,000							250,000															Increased Consultant Budget to program additional grant funding
Javiera Cartagena	700.4743.06	Special Events	SCAG	(3,000)			(3,000)																			Shifting budget to 810-0120.06
Javiera Cartagena	800.0160.02	Legislation	SCAG	54,384		54,384																				Changes associated with staffing changes
Cindy Giraldo	800.0160.04	Other Non-Labor	SCAG	(6,000)		(6,000)																				Shifting budget to 800-0120.06
Javiera Cartagena	800.0160.06	General Assembly	SCAG	58,590		58,590																				Shifting budget from various tasks
Javiera Cartagena	800.0160.29	Special Events	SCAG	(91,210)		(91,210)																				Shifted budget to 800-0160.06
Carmen Flores	810.0120.04	Human Resources	SCAG	54,834	54,834																					Changes associated with staffing changes; increased Temp Staff budget to support operational needs
Javiera Cartagena	810.0120.06	Media & Public Affairs	SCAG	3,000	3,000																					Shifted budget from 700-4743.06
Cindy Giraldo	810.0120.07	Contracts Administration	SCAG	277,681	277,681																					Changes associated with staffing changes
Cindy Giraldo	810.0120.08	Accounting	SCAG	(113,281)	(113,281)																					FTE Adjustment
Jeff Elder	810.0120.09	Legal	SCAG	3,040	3,040																					Increased Professional Dues, Travel budget
Javiera Cartagena	810.0120.10	Legislation	SCAG	91,256	91,256																					Changes associated with staffing changes; increased SCAG Membership budget
Cindy Giraldo	810.0120.12	Budget & Grants	SCAG	(132,974)	(132,974)																					FTE Adjustment
Sarah Jepson	810.0120.16	Planning Administration	SCAG	24,613	24,613																					FTE Adjustment
Julie Shroyer	810.0120.17	Facilities Services	SCAG	-	-																					Budget neutral change within the same task
Sarah Jepson	810.0120.20	Planning Policy Development	SCAG	(54,137)	(54,137)																					FTE Adjustment
Julie Shroyer	811.1163.08	Infrastructure & Operations	SCAG	42,063	42,063																					Shifted budget from 811-1163.19
Julie Shroyer	811.1163.08	Infrastructure & Operations	SCAG	20,000	20,000																					Increased Co-location services budget for increased activities
Julie Shroyer	811.1163.19	Laptop & User Support	SCAG	(42,063)	(42,063)																					Shifted budget to 811-1163.18
		TOTAL		14,292,743	174,032	15,764	(3,000)	(149,816)	(254,623)	19,930,262	7,402,326	3,154,254	(171,279)	-	1,351,584	1	-	-	6,000,000	-	-	115,000	1,050,690	(24,270,052)	(52,400)	
		Indirect Cost Budget Change		(174,032)																						
		Net Projected Indirect Cost and Fringe Benefits		47,800																						
		Cost Carryforward																								
		TOTAL		14,166,511	174,032	15,764	(3,000)	(149,816)	(254,623)	19,930,262	7,402,326	3,154,254	(171,279)	-	1,351,584	1	-	-	6,000,000	-	-	115,000	1,050,690	(24,270,052)	(52,400)	

Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2

FY 2024-25 Comprehensive Budget Amendment 2
List of Personnel Changes

No.	Division	Proposed Position	Work-Time (WT) Budget*	Allocated Fringe Benefits (FB)	Total (WT+FB)	Estimated FY25 Budget Impact	Ongoing Annual Impact
Removed Upgrade Request (n=1)							
1	HR	Department Manager upgrade	(49,404)**	(33,142)**	(82,546)	(82,546)	(82,546)
Position Upgrades (n=4)							
1	HR	HR Analyst II to Senior HR Analyst	17,384	11,306	28,690	28,690	28,690
2	HR	HR Analyst II to Senior HR Analyst	17,384	11,306	28,690	28,690	28,690
3	Planning	Assistant Regional Planner to Senior Regional Planner (budgeted at .25 FTE)	7,836	5,096	12,933	12,933	51,732
4	Planning	Associate Regional Planner to Senior Regional Planner (budgeted at .25 FTE)	2,712	1,764	4,476	4,476	17,905
Removed Position (n=1)							
1	GPA	Government Affairs Manager	(141,094)	(91,761)	(232,856)	(232,856)	(232,856)
New Position (n=1)							
1	GPA	Legislative Affairs Supervisor	117,618	76,493	194,111	194,111	194,111
New Limited Term Position (n=1) - budgeted at 0.5 FTE							
1	Finance	Senior Contracts Administrator	53,854	35,024	88,878	88,878	177,757
					Total	\$42,377	\$183,483
Pending Position Upgrades (n=2)							
1	Planning	Modeling Supervisor (calculated at .25 FTE)	5,175	3,366	8,541	8,541	34,164
2	Planning	Modeling Supervisor (calculated at .25 FTE)	5,175	3,366	8,541	8,541	34,164
					Total	\$17,082	\$68,327

*Work-Time Budget is calculated using mid rate and/or budgeted rate of the position.

**The fiscal impact of the Department Manager upgrade was estimated based on the difference between mid rate of the Department Manager and that of Principal HR Analyst. The fringe benefits rate was based on the estimated rate at the time of the draft FY25 Budget Development.

In addition, staff is requesting authorization to conduct two Modeling Supervisor upgrades. The budget impacts of the resulting upgrades will be reflected in FY 2025-26 Budget Amendment 01.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
April 3, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Resolution No. 25-672-2 Authorizing Acceptance of CPRFG Funds to Support Implementation of the LMFP

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program (LMFP).

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.

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:

The Last Mile Freight Program (LMFP) serves as SCAG's initial step toward implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin (SCAB), serving four of the six SCAG counties (Los Angeles, Orange, Riverside, and San Bernardino). SCAG is currently serving as the implementor of the LMFP in partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC) through a sole source contract totaling \$16.75 million in available funds to award.

On September 5, 2024, SCAG Executive Director Kome Ajise reported to the Regional Council about South Coast AQMD's successful application for a \$500 million U.S. Environmental Protection Agency (US EPA) Climate Pollution Reduction Grant (CPRG). As a sub-recipient to South Coast AQMD under this grant award, SCAG is set to receive \$51,500,000 (including \$1,500,000 for

administrative costs to support program implementation) for the LMFP. Staff seeks approval from the RC through a resolution to accept \$51,500,000 of CPRG funding to expand the LMFP and support deployment of Class 4 and 5 battery-electric vehicles.

BACKGROUND:

SCAG is serving as the implementor of the LMFP through a sole source contract with the Mobile Source Air Pollution Reduction Review Committee (MSRC). The first phase of the program is focused on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks, including ZE/NZE equipment and supporting infrastructure. Phase 1 currently includes \$16.75 million in available funds to award. This program was approved at the MSRC August 20, 2020 meeting, AQMD September 4, 2020 meeting, and SCAG Regional Council October 1, 2020 meeting.

SCAG partnered on the South Coast Air Quality Management District's (AQMD) application for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness project (INVEST CLEAN), proposing to leverage this additional funding with the current LMFP. The application was submitted on April 1, 2024 and outlines a coordinated, large-scale regional effort for zero-emission vehicles and fueling infrastructure improvements to support the regional goods movement network.

In July 2024, U.S. EPA awarded South Coast AQMD a Climate Pollution Reduction Grant of nearly \$500 million for INVEST CLEAN. This grant includes \$51,500,000 (including \$1,500,000 for administrative costs to support program implementation) to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks. The award was recognized by the South Coast AQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the South Coast AQMD board on January 10, 2025.

As part of this authorization, SCAG is tasked with implementing items listed under Measure 2, Battery Electric Freight Vehicle Deployment Incentive Program, including:

- Administration of a rebate program to fund Class 4/5 battery-electric vehicles (issuing rebates with a maximum of \$67,000 per vehicle);
- Development of an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered;
- Include input from the local communities regarding how project priorities will be incorporated in the implementation plan; and
- Require vehicle scrappage to achieve the emission reduction goals.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will receive \$51,500,000 in grant funding for vehicle deployment and for administrative support from the U.S. EPA, as a sub-recipient to South Coast AQMD. The funds will be utilized for supporting commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program. The funds will be programmed in a future amendment of the FY 2024-25 and/or FY 2025-26 Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP
2. PowerPoint Presentation - Authorizing Acceptance of CPRG Funds for LMFP 2spp



RESOLUTION NO. 25-672-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT U.S. ENVIRONMENTAL PROTECTION AGENCY'S (U.S. EPA) CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FUND IN THE AMOUNT OF \$51,500,000 TO IMPLEMENT SCAG'S LAST MILE FREIGHT PROGRAM (LMFP)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
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Jenny Crosswhite, Santa Paula

Transportation
Tim Sandoval, Pomona

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

WHEREAS, SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP), which is a component of a larger effort by MSRC to reduce emissions from goods movement.

WHEREAS, the LMFP serves as an important step towards implementing freight-related vehicle/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin;

WHEREAS, SCAG was awarded grant funds in the amount of \$51,500,000 ("Funds") through the U.S. Environmental Protection Agency's (U.S. EPA) Climate Pollution Reduction Grants (CPRG) as a sub-recipient to the South Coast Air Quality Management District (South Coast AQMD);

WHEREAS, SCAG, in partnership with South Coast AQMD, will utilize the Funds to support the commercial deployment of Class 4 and 5 battery electric vehicles as part of SCAG's existing Last Mile Freight Program and require vehicle scrappage to achieve the emission reduction goals;

WHEREAS, SCAG will provide approximately \$67,000 of the Funds per vehicle to deploy up to 746 battery electric trucks; and

WHEREAS, SCAG will develop an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered, incorporating input from the local communities regarding project priorities.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Funds to support the implementation of the Last Mile Freight Program.

Attachment: Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP (Resolution No. 25-672-2)

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$51,500,000 to support SCAG’s implementation of the Last Mile Freight Program; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April, 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



\$51.5 Million Funding Award for SCAG Last Mile Freight Program (LMFP)

April 3, 2025

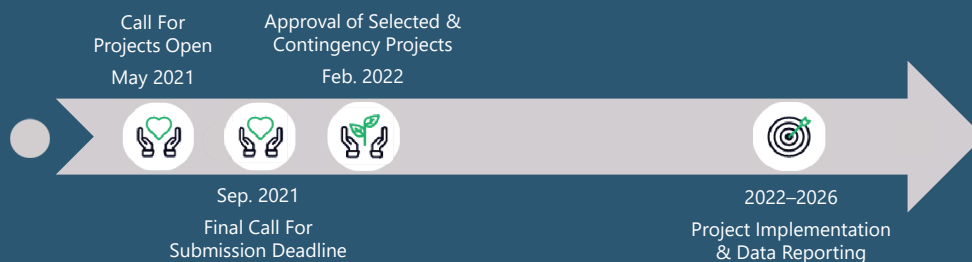
WWW.SCAG.CA.GOV

Program Overview



SCAG is serving as the implementor for the last mile component of the Mobile Source Air Pollution Reduction Review Committee (MSRC) Goods Movement Program (\$16.75 million award)

- Objective: Achieve emissions reduction of criteria air pollutants from last mile freight operations
- Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).



AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)
- U.S. EPA awarded South Coast AQMD nearly \$500 million for INVEST CLEAN
- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2
 - \$51,500,000 to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks

U.S. EPA CLIMATE POLLUTION REDUCTION GRANT PROPOSAL
INVEST CLEAN (Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness)
 April 2024

\$500 Million
 South Coast AQMD submitted a \$500 million application to U.S. EPA for the Climate Pollution Reduction Grant Program on behalf of the Los Angeles – Orange County and Inland Empire Metropolitan Statistical Areas which covers a region from the coast through the Inland Valleys to the California, Nevada and Arizona borders.

Grant focuses on incentives to deploy zero-emission, battery electric goods movement technologies in four measures:

- Switcher locomotives and infrastructure
- Class 8 trucks and infrastructure
- Cargo handling equipment and infrastructure
- Last mile freight delivery for medium-duty vehicles and infrastructure

Benefits Over 25 Years (2025-2050):

- ↓ 12 Million Metric Tons CO₂e Emissions Reduced
- ↓ 1,600 Tons NO_x Emissions Reduced Per Year
- ↓ 28 Tons PM_{2.5} Emissions Reduced Per Year
- ↓ 30 Tons Diesel PM Emissions Reduced Per Year
- ↓ 1 Billion+ Gallons Diesel Avoided

Excellent cost effectiveness at **\$42/metric ton CO₂e** over the **25-year** period.

Jobs
 Workforce training program in partnership with National Electrical Contractors Association – International Brotherhood of Electrical Workers

- 467 in California
- 4,712 jobs across the nation.

Community Benefits
 INVEST CLEAN will see community benefits through emission reductions, and workforce training. Through a Community Benefits Plan, a Steering Committee will conduct outreach and education on climate, air quality, Zero Emission technology, and workforce. Community priorities will be incorporated as voluntary measures that infrastructure project applicants can elect to implement.

INVEST CLEAN received seven letters of commitment with 15 signatories and 73 letters of support with 101 signatories and partnered with National Renewable Energy Lab to collect data and analyze the incentive structure.

43,518 high-road jobs will be created nationwide as the infrastructure becomes fully utilized.

South Coast Air Quality Management District
 21865 Cooley Dr Diamond Bar, CA 91765
 www.aqmd.gov • 1-800-CUT-SMOG

INVEST CLEAN Measure 2 – Battery Electric Freight Vehicle Deployment Incentive Program

- Administer a rebate program to fund Class 4/5 battery-electric vehicles (max rebate \$67,000 per vehicle);
- Develop an implementation plan for how the rebate program will be administered;
- Include input from local communities regarding project priorities; and
- Require vehicle scrappage to achieve the emission reduction goals.

South Coast AQMD's INVEST CLEAN

- US EPA award of close to \$500M
- Implementation of 4 incentive measures:
 1. Measure 1 - Charging infrastructure
 2. Measure 2 - Battery Electric (BE) freight vehicles
 3. Measure 3 - BE cargo handling equipment
 4. Measure 4 - BE locomotives and Supporting Infrastructure
- Partnership with two Metropolitan Statistical Areas (MSAs)
 - LA-OC MSA: Los Angeles – Long Beach – Anaheim
 - Inland Empire MSA: Riverside – San Bernardino – Ontario
- INVEST CLEAN webpage: <https://www.scaqmd.gov/home/technology/implementation/invest-clean>

Recommended Action

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
April 3, 2025

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov

Subject: Resolution No. 25-672-3 Approving SCAG 2025 Regional Active
Transportation Program

RECOMMENDED ACTION:

Adopt Resolution No. 25-672-3 approving the SCAG 2025 Regional Active Transportation Program.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG, in partnership with the six county transportation commissions, developed the proposed 2025 Regional Active Transportation Program (ATP), which is comprised of 15 projects (totaling \$35.023 million) and 113 contingency projects (totaling \$972.2 million) that support walking, bicycling, and other forms of active transportation in the region. Per the 2025 ATP Statewide Guidelines (Statewide Guidelines) and SCAG's 2025 ATP Regional Guidelines (Regional Guidelines), applications that were not selected for funding in the statewide competition (111) and applications submitted to SCAG's supplemental call for projects (29), administered through SCAG's Sustainable Communities Program (SCP), were considered for the 2025 Regional ATP. At its March 6, 2025 meeting, SCAG's Transportation Committee approved the staff recommended action, to recommend that the Regional Council approve the 2025 Regional ATP. Upon Regional Council approval, staff will submit the 2025 Regional ATP for adoption by the California Transportation Commission (CTC) on June 26, 2025.

BACKGROUND:

On March 21, 2024, the CTC adopted the 2025 ATP Statewide Guidelines and announced the 2025 ATP call for projects. At that time, the fund estimate was \$568.7 million covering fiscal years 2025-2026 through 2028-2029. However, following the Budget Act of 2024 (June 2024), the 2025 ATP fund estimate was reduced to \$168.7 million. Statewide project applications were due by June 17, 2024. The SCAG region submitted 114 applications, totaling more than \$1 billion in funding requests.

Per the Statewide Guidelines, sixty percent of the total funding awards are selected by the CTC through the Statewide and Small Urban & Rural Components. The CTC made their initial announcement of statewide recommendations on November 1, 2024, and adopted the 2025 ATP Statewide and Small Urban & Rural Components on December 5, 2024. The Statewide Component included funding for three projects in the SCAG region, totaling \$35.8 million. The remaining 40 percent of the total funding awards are selected by the 10 largest regional metropolitan planning organizations (MPOs), with funding distributed by population. SCAG's share is \$35.023 million, roughly 52 percent of the MPO Component.

The Statewide Guidelines also permit MPOs to hold a supplemental call for projects to develop their respective MPO Components (e.g., SCAG's Regional ATP). SCAG administered a supplemental call for projects through the 2024 SCP Active Transportation and Safety call for applications, and the Regional Council approved the recommended project and contingency project lists on December 5, 2024.

PROJECT SELECTION PROCESS:

The Regional Council approved the Regional Guidelines on April 4, 2024, and approved the Amended Regional Guidelines on September 5, 2024, to reflect the reduced ATP fund estimate. The Regional Guidelines establish a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- **Implementation Projects:** No less than 95 percent of SCAG's funding will be recommended to fund projects in this category, which includes Infrastructure, Non-infrastructure, and Infrastructure with Non-infrastructure components projects. The selection process for Implementation Projects is consistent with previous ATP cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to 20 points, on a 120-point scale, to supplement the state-provided base scores. Total funding available in each county is based on population-based funding targets.
- **Planning & Capacity Building Projects:** Five percent of SCAG's funding will be recommended to fund projects in this category, which includes Planning, Non-infrastructure, and Quick-Build projects. The projects considered for funding in this category include projects that are submitted through the statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Planning and Quick-Build projects submitted through SCAG's supplemental call for projects, administered through the 2024 SCP Active Transportation and Safety call for applications. As with the Implementation

category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets.

The recommended Regional ATP of 15 projects and 113 contingency projects has been assembled by combining recommendations from the Implementation and the Planning & Capacity Building categories. The SCAG 2025 Regional ATP is included as Attachment 1. The table below summarizes funding recommendations by county.

ATP Funding by County (\$1,000s)			
	Implementation Projects	Planning & Capacity Building Projects	Total ATP
Imperial	\$338	\$0	\$338
Los Angeles	\$17,435	\$1,291.51*	\$18,726.51
Orange	\$5,652	\$400*	\$6,052
Riverside	\$4,437	*	\$4,437
San Bernardino	\$3,934	*	\$3,934
Ventura	\$1,502	*	\$1,502
SCAG	\$0	\$33.49**	\$33.49
Total	\$33,298	\$1,725	\$35,023

**This table reflects the planning and quick-build projects funded by the Regional ATP and does not reflect the total funding awarded for plans and quick-build projects through the 2024 SCP Active Transportation and Safety call.*

***Approximately two percent of the Planning & Capacity Building funding supports SCAG grant administration.*

NEXT STEPS:

Following the Regional Council’s approval, the Regional ATP will be submitted to the CTC for adoption at its June 26, 2025, meeting.

FISCAL IMPACT:

The project sponsors identified in the SCAG 2025 Regional ATP will be required to secure allocation from the CTC. SCAG will serve as the project sponsor and receive \$1.725 million in ATP funds to administer plans and quick-build projects that were submitted through the 2024 SCP Active Transportation and Safety call for applications. Funding for development of the Regional ATP is included in SCAG’s FY 2024-25 Overall Work Program (OWP) Budget. Staff’s work budget is included in task 050-0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.



ATTACHMENT(S):

1. SCAG 2025 Regional Active Transportation Program
2. Resolution No. 25-672-3 Approving SCAG 2025 Regional Active Transportation Program

SCAG 2025 Regional ATP - Recommended Projects

Awardee	Project Name	County	ATP Award (\$1,000s)	Project Type
Imperial County Office of Education	Safe Pathways to School	Imperial	\$ 338	Non-Infrastructure
Los Angeles County	Willowbrook Walk and Roll Pedestrian Safety Enhancements Project	Los Angeles	\$ 7,990	Medium Infrastructure
City of El Monte	Valley Boulevard Complete Street	Los Angeles	\$ 4,355	Large Infrastructure
City of Los Angeles	Ballona Creek Multi-use Path Extension and Connections	Los Angeles	\$ 5,090	Large Infrastructure
Los Angeles County	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	Los Angeles	\$ 803	Quick-Build
City of Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	Los Angeles	\$ 222	Quick-Build
Cal State University Dominguez Hills	CSUDH Transportation Demand Management Plan: LA 28 and Beyond	Los Angeles	\$ 267	Plan
City of Santa Ana	Heroes ES_Carver ES_Willard Int_Wilson Safe Routes To School	Orange	\$ 3,350	Large Infrastructure
City of Orange	Santiago Creek Bike Trail Gap Closure	Orange	\$ 2,302	Medium Infrastructure
Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation	Orange	\$ 400	Plan
City of Coachella	Connecting Coachella	Riverside	\$ 2,548	Large Infrastructure + Non-Infrastructure
Riverside County	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project	Riverside	\$ 1,889	Large Infrastructure
City of Rialto	City of Rialto Safe Routes to School Improvements Project	San Bernardino	\$ 3,934	Medium Infrastructure
City of Thousand Oaks	Route 23/Olsen Road Bike Improvements	Ventura	\$ 726	Small Infrastructure
City of Ventura	Eastside Neighborhood Greenway Project	Ventura	\$ 776	Medium Infrastructure

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score ¹	MPO Score ²
City of Holtville	Holton Interurban Bikeway	Imperial	\$ 2,120	70	90
City of Imperial	SR 86 Multimodal Improvement Project	Imperial	\$ 9,900	59	79
Heber Public Utility District	Heber Greenbelt Project	Imperial	\$ 3,000	55	75
City of Calipatria	N Lake Avenue Pedestrian Facility Improvements	Imperial	\$ 1,427	54	74
SGVCOG	Azusa's Road to Zero	Los Angeles	\$ 10,576	92	98
City of Los Angeles	710 Valley Boulevard Multi-Modal Transportation Improvement Project	Los Angeles	\$ 60,396	90	97
Los Angeles County	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	Los Angeles	\$ 7,200	91	96
City of Industry	East-West Regional Bikeway for Safe, Clean, Equitable Access & Connectivity (Ph1)	Los Angeles	\$ 7,823	89	95
City of Rosemead	Rosemead Pedestrian and SRTS Improvements	Los Angeles	\$ 2,371	88	95
City of South El Monte	South El Monte (SEM) Complete Streets Project	Los Angeles	\$ 50,813	88	95
City of Covina	Second Avenue Active Transportation Corridor Project	Los Angeles	\$ 5,985	91.5	94.5
City of Maywood	Bike and Pedestrian Master Plan Implementation	Los Angeles	\$ 9,237	84	93
City of Culver City	Culver City Crossroads Community Connector (C5) (Better Overland/Safer Fox Hills)	Los Angeles	\$ 36,234	88.5	92.5
City of Los Angeles	LA-BRAVE-7: Los Angeles Bikeways, Riverways, and Active-Valley Equity [LARiverWay/ESFV Link]	Los Angeles	\$ 26,525	87	92
LA Metro	Doran Street Active Transportation Project	Los Angeles	\$ 17,452	88	90
Los Angeles County	Neighborhood Pedestrian Connections in East Rancho Dominguez	Los Angeles	\$ 7,438	85	90
City of San Fernando	Pacoima Wash Bikeway and Pedestrian Path Phase II	Los Angeles	\$ 13,993	83.5	89.5
City of Long Beach	Long Beach Boulevard Complete Streets Project	Los Angeles	\$ 7,978	82	89
City of Downey	South Downey Safe Routes to School Phase III Project	Los Angeles	\$ 1,255	85	88
City of Glendale	Glendale Pedestrian Plan Safety Corridors	Los Angeles	\$ 11,312	79	86
City of Los Angeles	E Line Multiuse Path Regional Gap Closure	Los Angeles	\$ 8,697	81	85
City of Lancaster	Prime Desert Woodland Preserve Active Access (PDWP Active Access)	Los Angeles	\$ 6,138	82	84
City of Lancaster	Amargosa Creek Connector	Los Angeles	\$ 6,852	78	81

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Lancaster	Equitable Complete Streets for Challenger Way Corridor	Los Angeles	\$ 17,674	77	80
City of Paramount	Paramount- Salud South Bikeway Trail	Los Angeles	\$ 12,830	75	80
City of South El Monte	Weaver Ave HAWK & Citywide Pedestrian Improvements	Los Angeles	\$ 2,189	70	77
City of West Covina	West Covina Pedestrian Improvements Project	Los Angeles	\$ 2,400	71	75
City of Palmdale	Palmdale Pedestrian & Bicyclist Connectivity Project	Los Angeles	\$ 4,133	69.5	72.5
City of Avalon	Crescent Ave/PBR Complete Street Corridor	Los Angeles	\$ 780	70	72
City of Alhambra	Alhambra Pedestrian Priority Zones and Marguerita Neighborhood Greenway	Los Angeles	\$ 15,472	65	72
City of Huntington Park	Scramble Crosswalk at Pacific Boulevard and Florence Avenue	Los Angeles	\$ 1,535	63	72
City of South Gate	State Street Complete Streets Project	Los Angeles	\$ 3,054	72	72
City of Monterey Park	Floral Drive Pedestrian Safety Improvement Project	Los Angeles	\$ 3,499	65	68
City of Temple City	Temple City Pedestrian Improvements Project	Los Angeles	\$ 2,575	65	68
City of Signal Hill	Signal Hill Elementary School Safe Route to School Corridors	Los Angeles	\$ 3,480	62	65
City of Inglewood	Inglewood Transit Connector	Los Angeles	\$ 15,096	61	65
City of Baldwin park	Baldwin Park Greenway Gap Closure	Los Angeles	\$ 3,758	57	61
City of Covina	ATP Cycle 7 Crosswalk Improvements	Los Angeles	\$ 850	57	57
Los Angeles County	Cornell Road Bike Turnouts Project	Los Angeles	\$ 1,040	53	55
City of Hawaiian Gardens	Norwalk Boulevard Crosswalk Safety Improvement	Los Angeles	\$ 981	42	46
City of South Gate	Southern Avenue Bicycle & Pedestrian Bridge Project	Los Angeles	\$ 2,779	46	46
Los Angeles County	Pedestrian Connections to Atlantic Avenue	Los Angeles	\$ 7,852	33	39
City of Montebello	Montebello Pedestrian & Bike Safety Enhancement Project	Los Angeles	\$ 4,819	9	14
City of San Fernando	San Fernando Safety Action Plan	Los Angeles	\$ 285	N/A**	83.25
City of Paramount	Paramount Safety Action Plan	Los Angeles	\$ 285	N/A**	79.5
City of Lancaster	Safe Routes to Lancaster High Schools	Los Angeles	\$ 350	N/A**	71
City of Glendora	Go Glendora! Active Transportation Plan	Los Angeles	\$ 300	N/A**	59.25
City of Montebello	Madison Avenue Neigborway	Los Angeles	\$ 442	N/A**	85.25
Los Angeles County	East Los Angeles Pedestrian Enhancements Project	Los Angeles	\$ 1,525	82	82

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
Los Angeles County	West Carson Pedestrian Safety Project	Los Angeles	\$ 1,175	80	80
City of Pico Rivera	Walkable Uptown Pico Rivera	Los Angeles	\$ 900	N/A**	73.67
City of Santa Ana	Heroes ES_Carver ES_Willard Int_Wilson Safe Routes To School*	Orange	\$ 20,618	91	111
City of Orange	Santiago Creek Bike Trail Gap Closure*	Orange	\$ 7,251	83	100
City of Santa Ana	Monroe Elementary and Edison Elementary Safe Routes to School	Orange	\$ 12,249	81	98
City of Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Valley HS and Godinez HS SRTS	Orange	\$ 25,472	81	98
City of Anaheim	OC River Walk Multimodal Connectivity Project	Orange	\$ 42,470	77	97
City of Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary and Griset Academy Safe Routes to School	Orange	\$ 19,848	79	96
City of La Habra	La Habra Rails to Trails OC Loop Gap Closure	Orange	\$ 13,400	74.5	94.5
City of Santa Ana	Santa Ana Vision Zero	Orange	\$ 31,679	74	94
Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation*	Orange	\$ 600	72	92
City of Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary and Franklin Elementary Safe Routes to School	Orange	\$ 40,490	72	92
City of Westminster	Edwards Street Safe Routes to School Complete Street –Phase 3	Orange	\$ 3,335	72	92
City of Anaheim	City of Anaheim Active Transportation Plan	Orange	\$ 500	74	91
City of Stanton	Orangewood Avenue Traffic Calming Project	Orange	\$ 4,630	67	87
City of Garden Grove	Garden Grove Safe Routes to School: Phase II Master Plan	Orange	\$ 250	66	81
City of Los Alamitos	Los Alamitos Safety Action Plan	Orange	\$ 285	N/A**	76.25
City of Irvine	Venta Spur Trail Crossings Study	Orange	\$ 380	N/A**	70.75
City of Santa Ana	Complete Street/Corridor Improvements Study and Plan	Orange	\$ 350	N/A**	69.75
City of Santa Ana	Feasibility of Bikeway Facilities at Railroad Crossings (FBFRC) Study and Plan	Orange	\$ 500	N/A**	64.75
City of Coachella	Connecting Coachella*	Riverside	\$ 16,600	95	109
County of Riverside, Transportation Department	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project*	Riverside	\$ 3,046	87.5	107.5

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Eastvale	Improvement of Trail Network Connectivity Project	Riverside	\$ 21,988	83	103
City of Temecula	Temecula Creek South Side Trail	Riverside	\$ 6,967	81.5	101.5
City of Hemet	East Menlo Avenue Pedestrian Improvements and Bicycle Connectivity	Riverside	\$ 7,151	80	100
City of Banning	City of Banning Downtown Active Transportation Improvement Project	Riverside	\$ 23,266	92	99
Riverside County Transportation Department	Thermal and Oasis Sidewalk and Trail Project	Riverside	\$ 20,933	82	98
City of Jurupa Valley	Pedley Elementary School Pedestrian Improvements	Riverside	\$ 2,648	87	91
City of Jurupa Valley	Galena Street Improvement Project	Riverside	\$ 7,028	84	91
Riverside County Transportation Department	Lakeview and Nuevo Mobility Plan	Riverside	\$ 325	89	89
City of Moreno Valley	Juan Bautista de Anza Multi-Use Trail Project - Street Lighting	Riverside	\$ 2,659	79.5	86.5
Riverside County Transportation Department	Salton Sea Multi-Benefit Trail Network	Riverside	\$ 11,981	82	85
Coachella Valley Association of Governments	CV SAFE (Safe Active Transportation For Everyone)	Riverside	\$ 2,116	82	82
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Riverside	Riverside	\$ 885	75	75
City of Moreno Valley	Iris Avenue Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 2,834	67	74
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Perris	Riverside	\$ 862	72	72
City of Indio	Clinton & Miles SRTS Community Connections Project	Riverside	\$ 2,290	56	69
City of Moreno Valley	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$ 1,012	62	66

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Indio	Riverside	\$ 888	56	56
City of Indian Wells	Indian Wells Complete Streets Project	Riverside	\$ 15,015	46	53
City of Moreno Valley	Pedestrian Intersection Access Improvements	Riverside	\$ 1,135	46	53
City of Moreno Valley	Steeplechase Drive Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 3,857	37	44
City of Rialto	City of Rialto Safe Routes to School Improvements Project*	San Bernardino	\$ 2,542	90	110
San Bernardino County Transportation Authority	San Sevaine Class I Network Connection	San Bernardino	\$ 18,361	85	105
City of Montclair	North Montclair Active Transportation Implementation Project	San Bernardino	\$ 27,770	84	104
City of Needles	City of Needles Sidewalk Improvement Project	San Bernardino	\$ 3,350	83	103
City of Yucca Valley	Yucca Valley Pedestrian Enhancements and Transit Access Project	San Bernardino	\$ 6,819	83	103
San Bernardino County Transportation Authority	Highland/Redlands Regional Connector	San Bernardino	\$ 15,901	81	101
City of San Bernardino	City of San Bernardino SRTS/Sidewalk Gap Connectivity Project	San Bernardino	\$ 1,960	80	100
City of Montclair	City of Montclair SRTS Active Transportation Improvement Project	San Bernardino	\$ 4,108	76.5	96.5
City of Victorville	Mojave Drive Complete Streets Improvement Project	San Bernardino	\$ 3,053	67.5	87.5
City of Apple Valley	Bear Valley Road Bike and Pedestrian Connectivity Project	San Bernardino	\$ 4,466	64	84
City of Apple Valley	Phoenix Academy Safe Routes to School Pedestrian Connection Project	San Bernardino	\$ 3,447	64	84
City of Rancho Cucamonga	Haven Avenue Complete Streets Project	San Bernardino	\$ 39,966	63	83
City of Rancho Cucamonga	SW DAC & Cucamonga Creek Trail SRTS Improvements Project	San Bernardino	\$ 4,861	54	74
City of Adelanto	Adelanto Safe Route to School Bartlett Avenue Pedestrian Improvements (SRTS)	San Bernardino	\$ 3,464	53	73

Attachment: SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving SCAG 2025 Regional Active

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Victorville	Ridgecrest Road Improvements	San Bernardino	\$ 753	44	64
City of Rancho Cucamonga	Hermosa Avenue Corridor Complete Street Project (HACCS)	San Bernardino	\$ 2,893	37	57
City of Victorville	La Paz Drive Improvements	San Bernardino	\$ 629	28	48
City of Yucaipa	Oak Glen Road Widening Phase II	San Bernardino	\$ 972	25	45
San Bernardino County	Santa Ana River Trail - Phase IV Reaches B&C	San Bernardino	\$ 11,088	24	44
City of San Bernardino	City of San Bernardino Rectangle Rapid Flashing Beacons Installation Project	San Bernardino	\$ 399	74	74
City of Oxnard	Transforming Oxnard towards Active Transportation	Ventura	\$ 900	77	100
City of Ventura	Eastside Neighborhood Greenway Project*	Ventura	\$ 7,891	86	98

¹ The State Score is out of 100 and is assigned by the California Transportation Commission as part of the Statewide Component, which received applications between March 21 and June 17, 2024. The State Scores were released on November 1, 2024, and the Statewide Component was approved by the California Transportation Commission on December 5, 2024.

² The MPO Score reflects the State Score plus up to 20 points assigned by the respective county transportation commission. Per the SCAG 2025 Regional ATP Guidelines, each county transportation commission may assign up to 20 additional points to each project using a methodology adopted by the respective county transportation commission board. The MPO Scores are used to rank projects for each county to inform project recommendations and when applicable, funding projects on the Contingency List.

*These projects received partial funding in the SCAG 2025 Regional ATP and the ATP request reflects the unfunded portion of the initial ATP application.

**These projects were submitted to the SCAG 2024 Sustainable Communities Program Active Transportation and Safety call for projects and therefore did not receive a state score.



RESOLUTION NO. 25-672-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE SCAG 2025 REGIONAL ACTIVE TRANSPORTATION PROGRAM

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

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

Energy & Environment Jenny Crosswhite, Santa Paula

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.;

WHEREAS, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, SCAG adopted the Regional ATP Guidelines on April 4, 2024 and the Amended Regional ATP Guidelines on September 5, 2024 with input from the six Southern California county transportation commissions to govern award of projects funded through the SCAG Regional ATP;

WHEREAS, the 2025 ATP Statewide Guidelines (Resolution G-24-31 and Resolution G-24-66) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 22, 2025;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the 2025 ATP Statewide Guidelines (Resolution G-24-31 and Resolution G-24-66) and SCAG's 2025 ATP Regional Guidelines, and has reached consensus on the SCAG 2025 Regional ATP.

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council of the Southern California Association of Governments does hereby adopt the SCAG 2025 Regional Active Transportation Program.

Attachment: Resolution No. 25-672-3 Approving SCAG 2025 Regional Active Transportation Program (Resolution No. 25-672-3 Approving

BE IT FURTHER RESOLVED THAT:

1. The Regional Council directs staff to submit the Regional ATP for the SCAG 2025 Regional ATP to the CTC.
2. The Regional Council defers approval of any further minor revision and administrative amendments to the SCAG 2025 Regional ATP to SCAG’s Executive Director or his designee.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 6
REPORT

Southern California Association of Governments
April 3, 2025

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kate Kigongo, Department Manager
(213) 236-1808, kigongo@scag.ca.gov

Subject: Resolution No. 25-672-4 Authorizing Executive Director to Execute
Obligation Documents

RECOMMENDED ACTION:

Adopt Resolution No. 25-672-4 to authorize SCAG’s Executive Director to execute obligation documents for federal and state funded projects.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The State of California Department of Transportation requires the governing body of a public agency to adopt a resolution authorizing a designated individual authority to execute specific documents for any and all projects, including Right of Way Certifications. SCAG is using federal funds, such as those from the Surface Transportation Block Grant program, the Congestion Mitigation and Air Quality Improvement Program, and the Carbon Reduction Program. These projects are conducted in partnership with local jurisdictions, transit agencies, and other public agencies, and advance implementation strategies from Connect SoCal and provide resources and technical assistance to SCAG stakeholders. SCAG staff have drafted a resolution (Resolution No. 25-672-4) for the Regional Council to adopt, which would grant the Executive Director authority to execute specific documents for the State of California Department of Transportation.

BACKGROUND:

The Southern California Association of Governments (SCAG) is using federal funds to implement projects that advance the strategies of Connect SoCal 2024. The projects are implemented in partnership with local jurisdictions, transit agencies and other public stakeholders. Certain federal funds must be authorized and obligated by the State of California Department of Transportation. The State of California Department of Transportation requires compliance with the Local Assistance Procedures Manual (LAPM). The LAPM requires that the governing body of a public agency to adopt a resolution authorizing a designated individual authority to execute specific documents for any and all projects, including, but not limited to, the Right of Way Certification. This resolution would grant

the SCAG Executive Director authority to execute Right of Way Certifications for projects using federal funds.

Fund Sources

SCAG uses several sources of federal formula funding to fund implementation projects. Those sources include, but are not limited to, the Surface Transportation Block Grant program, the Congestion Mitigation and Air Quality Improvement Program, and the Carbon Reduction Program. SCAG also applies for funding from various federal grant programs.

The Surface Transportation Block Grant (STBG) program is a federal transportation funding source for projects that preserve and improve the conditions and performance of highways, bridges, and public roads; pedestrian and bicycle infrastructure; and transit capital projects.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal transportation funding source for projects and programs that reduce traffic and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The Infrastructure Investment and Jobs Act created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions, defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. In accordance with California's Carbon Reduction Strategy, CRP funds will be spent on projects that support the state's Carbon Reduction Program pillars.

STBG and CMAQ are ongoing sources of funding, authorized as part of the Surface Transportation Reauthorization Bill every five years. The CRP is authorized from federal fiscal year (FFY) 2022 through FFY 2026.

FISCAL IMPACT:

Federally funded projects are included in SCAG's Fiscal Year 2025-2026 Overall Work Program (OWP) under projects 325.4950.02, 325.4950.03, 400.4958.01 400.4959.01, 400.4960.01, and 400.4960.01.

ATTACHMENT(S):

1. Resolution No. 25-672-4 Authorizing Executive Director to Execute Obligation Documents



RESOLUTION NO. 25-672-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING EXECUTIVE DIRECTOR TO EXECUTE OBLIGATION DOCUMENTS

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

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

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COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

Energy & Environment Jenny Crosswhite, Santa Paula

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;

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

WHEREAS, the State of California Department of Transportation requires that a Right of Way Certification for a specific project be submitted each time with a resolution by the governing body of the public agency submitting the certification, or alternatively permits the public agency to submit a blanket resolution authorizing a designated individual authority to execute Right of Way certifications for any and all projects;

WHEREAS, SCAG desires to submit a single resolution designating authority to execute Right of Way certifications for any and all projects to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED THAT the SCAG Executive Director is hereby authorized to execute on behalf of SCAG, all Right of Way certifications for regionally funded projects, and as required by the State of California Department of Transportation and the federal government pertaining to certifying that rights of way have been acquired according to the regulations for federal funded transportation projects.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April, 2025.

Attachment: Resolution No. 25-672-4 Authorizing Executive Director to Execute Obligation Documents [Revision 1] (Resolution No. 25-672-4

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 7
REPORT

Southern California Association of Governments
April 3, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2025-2026 Federal Legislative Platform Update

RECOMMENDED ACTION:

Approve.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

On February 18, 2025, staff presented the draft 2025-2026 Federal Legislative Platform (Platform) to the Legislative/ Communications & Membership Committee (LCMC). Following discussions, the LCMC voted to table the item until a special meeting of the LCMC on March 10, 2025, providing direction to staff to gather feedback from committee members. Following committee outreach, staff made edits to the Platform consistent with input provided by members of the LCMC. In addition to rephrasing items in the Platform, SCAG staff added a point related to natural disaster preparedness and response.

On March 10, 2025, staff presented an updated draft of the 2025-2026 Platform to the Legislative/ Communications & Membership Committee (LCMC) at a special meeting. While discussing the item, committee members provided feedback on additional features that should be added to the platform. After the discussion, LCMC voted unanimously to approve the 2025-2026 Platform with additional edits. In response to member feedback, staff added points relating to support for direct federal funding status for local jurisdictions, federal resources to support the regional delivery of the 2028 Olympics, and raising the federal cap on the Passenger Facility Charges (PFC) and indexing it to inflation.

The draft Platform, with additions based on feedback received at the February and March meetings of the LCMC, is now being presented to the Executive/Administration Committee (EAC) and Regional Council (RC) for review and final adoption at the April 2025 meetings. If approved by the RC, staff will immediately work to advance these priorities in 2025.

BACKGROUND:

With the start of a new two-year Congressional session, a comprehensive update to the adopted 2024 Federal Legislative Platform will ensure SCAG can respond to changing priorities at the Federal level. While the State and Federal Platforms are typically submitted for approval concurrently, this year, staff required additional time to refine the federal platform to ensure the region's federal priorities were adequately captured. Thus, the LCMC is now recommending final adoption of the Federal Platform for approval at the April RC, as the committee already considered the 2025-26 State Platform at the January meeting, which the RC approved at its meeting on February 6, 2025.

As part of the Platform update, SCAG legislative staff conducted an internal review to make the platform more concise by removing redundant priorities and combining or broadening priorities already captured in the agency's priorities for a given policy area. Additionally, if adopted, the new Platform would be effective for two years, consistent with the length of congressional sessions. Following an internal review, the Legislation Department reached out to all SCAG planning departments to identify improvements and updates to the platform in response to new and emerging issues.

In addition to internal review from SCAG staff, the Legislation Department presented the platform to various stakeholders, including the Sub-Regional COG Executive Directors group and the Southern California Legislative Roundtable, comprised of the legislative staff from the SCAG region's county transportation commissions, ports, and air quality management district. Additionally, SCAG collaborated with legislative staff from stakeholders in or representing Southern California, such as the Ontario and Orange County airports, the California Transit Association (CTA), and Coalition for America's Gateways and Trade Corridors (CAGTC).

Prior Committee Action

After gathering and compiling feedback from internal and external groups, staff presented the draft Platform update at the February 18, 2025, LCMC with the recommendation to approve. New items added to the platform that were not included in the previously adopted 2024 Federal Platform included:

Mobility

Points expressing support for more resources for surface transportation passenger studies and planning activities around airports, as well as modernizing eligible uses for Passenger Facility Charge revenues.

Points expressing support for more resources to increase infrastructure resilience and support for making Metropolitan Planning Organizations (MPOs) direct recipients for priority federal formula programs.

Points expressing support for the creation of an MPO program for community and economic development activities, and making the Pilot Program for Transit-Oriented Development (TOD) Planning program permanent and expanding eligibility to include MPOs.

Communities

Modified a section to express support for new federal grant programs and increased funding for existing programs supporting increased housing development across the region.

Modified another section to express support for federal broadband programs, especially as a strategy to reduce vehicle miles traveled.

Environment

No new sections or points were added beyond what was in the 2024 Federal Platform. Sections were consolidated to emphasize prioritization of support for regional equity considerations in allocation of funding to Southern California for Air Quality, Environment, and Water Infrastructure funding.

Economy

Sections were consolidated to emphasize support for funding to strengthen federal commitment to the nation's goods movement system, recognizing SCAG's pivotal role in domestic and international trade and the disproportionate impacts carried by the region.

A point was added to express support for the establishment of a Pilot Program for Freight and Goods Movement planning.

Following an in-depth discussion over the proposed platform at the February LCMC, members voted to continue the item to a special meeting of the LCMC in March while directing staff to gather additional feedback from members of the LCMC. After collecting the additional input, staff made edits to the Platform that reflected the feedback received, including amending language to better align with the current administration's priorities, adding language to support additional resources for wildfire response and preparedness, and adding language to support energy reliability and resilience. Changes can be found under the following pillars:

Mobility

No changes were made in this section.

Communities

Rephrased verbiage in point one under the Racial Justice header.

Environment

Rephrased point two under the Air Quality, Environment, & Water header generally to improve the wording and added a new point to express support for additional resources for natural disaster resilience, preparedness, and response, especially as it pertains to wildfires.

Economy

Modified point four under the Technology & Data header generally to support more resources for alternative transportation infrastructure.

Staff presented the Platform a second time at the Special Meeting of the LCMC on March 10, 2025, with an updated Platform that reflects the abovementioned changes. After the discussion, LCMC voted unanimously to approve the 2025-2026 Platform with additional edits. In response to member feedback, staff added points relating to support for direct federal funding status for local jurisdictions, resources to support the regional delivery of the Olympics, and Congress raising the federal cap on PFCs and indexing it to inflation.

Changes can be found under the following pillars:

Mobility

Added language to the point relating to PFCs to support Congress adjusting the federal cap on PFCs and indexing it to inflation. Added a point to support allowing local governments to receive direct federal funding for federal grant and formula programs. Added a point to support increased resources to help the region deliver the 2028 Olympics.

Communities

No changes were made in this section.

Environment

No changes were made in this section.

Economy

No changes were made in this section.

A copy of the updated Platform has been included in this report for review.

FISCAL IMPACT:

Work associated with the 2025-26 Federal Legislative Platform Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Draft 2025-26 Federal Platform
-



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

2025-26 FEDERAL LEGISLATIVE PLATFORM

SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 2025 and 2026 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Policy Statement

SCAG works in partnership with the state on locally tailored solutions to address issues of regional and statewide concern.

Because of the SCAG region’s rich diversity, one size rarely fits all. With more than 150 city councilmembers, mayors, and county supervisors serving on SCAG’s Regional Council and policy committees, the nearly 19 million people of the SCAG region deserve to be represented at the local level with the best solutions to pressing public policy issues made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region’s 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that address specific needs and meet statewide policy goals. We support efforts that leverage local knowledge from lived experiences.

The guiding ethos of the principles that follow reflect SCAG’s belief that local levels of governments need additional tools and resources to achieve the positive outcomes associated with the policy goals the region shares with the state. These principles also support and reinforce the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, which the SCAG Regional Council unanimously adopted in April 2024. Connect SoCal 2024 identifies policy priorities and implementation strategies to further our goals within the four pillars of Mobility, Communities, Environment, and Economy.

Attachment: Draft 2025-26 Federal Platform (2025-2026 Federal Legislative Platform Update)

Mobility

ACTIVE TRANSPORTATION

1. Support increased funding for and the reauthorization of critical federal active transportation programs that local governments depend on, including the Safe Streets and Roads for All (SSFA), Healthy Streets, Active Transportation Infrastructure Improvement Programs (ATIIP), and Transportation Alternatives Program (TAP) as well as the creation of new tools to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.

AVIATION

1. Advocate for and seek funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport surface transportation passenger studies and planning activities.
2. Support legislation that modernizes and addresses the limitations of the Passenger Facility Charge (PFC) by adjusting the outdated federal cap and adding indexing for future inflationary increases, allowing airports to meet their infrastructure needs to prevent delays in building, and fund projects that promote access to the airport to meet future capacity demands.

TRANSIT & RAIL

1. Support legislation and funding to expand the region's public transit and passenger rail projects and services to reduce congestion and enhance sustainability, including programs encouraging transit-oriented development (TOD) to connect housing, jobs, and mixed-use development with transportation options.
2. Support legislation that encourages the implementation of physical and digital projects that facilitate multimodal connectivity, prioritize transit and shared mobility, and improve mobility, accessibility, and safety.
3. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts on transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so that people of all ages and abilities can maximize opportunities for active lifestyles, access essential services, and use transit or non-motorized transportation options.

PUBLIC-PRIVATE PARTNERSHIPS

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

PROJECT STREAMLINING

1. Support legislative streamlining and simplification measures that expedite and streamline the regulatory review processes, permitting and oversight, project development and delivery, and increase oversight and coordination among state and federal agencies.

SURFACE TRANSPORTATION POLICY

1. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
2. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
3. Support sustainable solutions that restore the Highway Trust Fund's long-term solvency, including expanding tolling options on the interstate highway system and supporting states willing to research and pilot innovative revenue programs.
4. Support making the Pilot Program for Transit-Oriented Development Planning permanent and expanding eligibility to include MPOs that are not landowners.

SURFACE TRANSPORTATION FUNDING

1. Support increased dedicated MPO formula funding for planning and to provide robust regional infrastructure and transportation system investments, ensuring a world-class transportation system.
2. Support investment in and make MPOs direct recipients of the Congestion Relief Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Active Transportation Infrastructure Investment (ATIIP), Healthy Streets, and other priority programs included in the last surface transportation reauthorization bill.
3. Support increased investment in Safe Streets and Roads for All (SS4A) and increased cap on planning awards.
4. Support efforts to make MPOs eligible to be direct recipients for priority federal formula programs, such as freight formula funds, PROTECT, and TAP, commensurate with our opportunity to achieve federal goals.
5. Support efforts to allow local governments to receive direct funding for federal grant and formula programs.
6. Support federal resources for the region to fund necessary capital infrastructure, clean fleet initiatives, security planning, and transit and roadway operations, in preparation for the 2028 Olympic and Paralympic Games and other major events.

Communities

AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

1. As homelessness continues to be an issue, support new federal grant programs to support cities, counties, and regional collaborations that help jurisdictions provide for the needs of the unhoused through supportive housing models and planning grants.
2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), HOME Investment Partnerships Program (HOME), and Low-Income Housing Tax Credit (LIHTC), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for

residents in Southern California.

3. Support ongoing funding for the Pathways to Removing Obstacles to Housing (PRO Housing) program to help local jurisdictions remove barriers to affordable housing.

BROADBAND ACCESS

1. Support programs like the Affordable Connectivity Program (ACP) and additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions, to bridge the digital divide.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support legislative efforts that promote the integration of broadband, land use, and transportation planning as a strategy to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG), and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, support legislative efforts that reverse the effects of unfair policies, processes, programs, and practices and empower communities that will be disproportionately impacted by climate change to address the legacy and impact of past planning decisions in the region, such as the Reconnecting Communities Program.
2. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

Environment

AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and reducing greenhouse gas emissions. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, improvement opportunities, and other quantifiable measures.
2. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure proper battery reuse, recycling, and disposal.
3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support legislative efforts that promote sustainable water use planning, practices, and storage, which improve regional water security and resilience in a drier environment. Provide increased resources for water infrastructure investments to serve the Southern California region's needs and ensure the effectiveness, efficiency, and resiliency of the region's water systems.
5. Support additional resources for natural disaster resilience, preparedness, and response, and to assist displaced residents and help communities recover from wildfires, earthquakes, and floods.

PUBLIC HEALTH

1. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas, as included in the Connect SoCal: accessibility to healthy food, parks and open space, and other services, affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.

Economy

FREIGHT & GOODS MOVEMENT

1. Support establishing a Pilot Freight Planning Program under the U.S. Department of Transportation for Metropolitan Planning Organizations (MPOs), local governments, and tribes.
2. Support increased funding for maintaining and expanding transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
3. Support increased transparency measures for competitive grant awards.
4. Support increased federal freight funding by establishing a dedicated freight trust fund to distribute revenues to states and regions most impacted by goods movement.
5. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate adverse impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
6. Support funding strategies that strengthen the federal commitment to the nation’s goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives to reduce GHG impacts and VMT, and deploy systems that allow for efficient water and energy usage and safer roadways and highways.
2. Secure funding to support coordination among state agencies, MPOs, and other governmental entities to collect and share data that reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
3. Building upon SCAG’s work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support increased resources for zero-emission and alternative vehicle charging/fueling infrastructure programs, especially for private vehicles and public transit fleets.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
April 3, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2025-2026 Federal Surface Transportation Reauthorization Priorities

RECOMMENDED ACTION:

The LCMC recommends the Regional Council adopt a “support” position.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

With the Infrastructure, Investments and Jobs Act (IIJA) expiring on September 30, 2026, SCAG staff presented five suggested draft priorities for the Legislative/ Communications and Membership Committee’s (LCMC) consideration at its meeting on Tuesday, February 18, 2025. Following a robust discussion, the committee voted to hold a special meeting to discuss additional priorities that underscore SCAG’s support for project streamlining and other efficiencies at the federal level. SCAG staff conducted additional stakeholder outreach to assist in crafting new priorities that would reflect the committee’s interests. At the special meeting of the LCMC on Monday, March 10, 2025, staff presented three additional draft priorities. After discussion, the committee unanimously voted to forward all eight priorities to the RC with a recommendation to support.

If supported and adopted by the Regional Council (RC), the priorities would be used for advocacy purposes as the Congress works on the next iteration of the nation’s surface transportation policy bill.

BACKGROUND:

The current iteration of the surface transportation policy bill was included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), and is set to expire on September 30, 2026. The IIJA provided approximately \$550 billion in infrastructure investment over five years, including:

- \$350.8 billion for federal highways

- \$91.2 billion for federal transit programs

Congress has already begun holding hearings on the next surface transportation reauthorization bill in 2025. As these conversations continue, key priorities for the Republican-controlled Congress will include increasing emphasis on funding for state DOTs and rural communities while decreasing emphasis on climate and environmental justice, streamlining regulations, and placing an emphasis on public-private partnerships (P3s).

In preparation for conversations on surface transportation reauthorization, SCAG's federal lobbyists, Holland & Knight, facilitated a conversation on surface transportation at SCAG's main office in Los Angeles with executive and relevant program staff. A multitude of ideas were shared, discussed, and then evaluated based upon those ideas' merit, opportunity for success, and in light of various political dynamics in Washington, D.C.

Additionally, SCAG staff has been participating in conversations facilitated by the Coalition for America's Gateways and Trade Corridors (CAGTC), National Association of Regional Councils (NARC), Caltrans, and the Southern California Legislative Roundtable, a staff-level meeting of representatives from the SCAG region's county transportation commissions, air quality management districts, and ports, on the topic of surface transportation reauthorization. These conversations were helpful in terms of "trial ballooning" certain concepts, avoiding unnecessary conflict with SCAG members or partners, and identifying coalition-building opportunities.

Taking feedback into consideration from the various conversations referenced above, SCAG staff compiled five recommended priorities for the next iteration of the surface transportation reauthorization. These ideas were presented to the LCMC on Tuesday, February 18, 2025.

Prior Committee Action:

At the LCMC's February 18, 2025, meeting, members engaged in a robust discussion. Some of the discussion included the need to expand upon a draft priority expressing support for project streamlining initiatives, taking into consideration the openness that the Trump Administration has for this topic and other efforts to remove inefficient regulatory schemes.

Following the discussion, the LCMC directed staff to call a special meeting of the LCMC to be held at a later date.

In the meantime, SCAG staff continued to conduct stakeholder outreach, including communication with the region's six county transportation commissions, Association of Metropolitan Planning Organizations (AMPO), and the Regional Council's Ex Officio Member representing the business community, Ms. Lucy Dunn.

Staff was pleased to present a modified list of recommended, draft priorities for surface transportation reauthorization at the special meeting of the LCMC on Monday, March 10, 2025, where the LCMC voted to forward all eight priorities to the RC with a recommendation to support.

Proposed 2025-2026 Surface Transportation Reauthorization Priorities

Building off the original five priorities presented in February, the following priorities were massaged to better conform their messaging with their intended audiences and include points that endeavor to capture the committee's interest in supporting efficiencies and project streamlining efforts at the federal level.

- 1. Preserve critical dedicated formula funding, adjusted for inflation, to continue the timely delivery of hard infrastructure projects without interruption, including Metropolitan Planning (PL), FTA Section 5303, and Surface Transportation Block Grant (STBG) funding**

Metropolitan Planning Organizations (MPOs) were created to ensure that large investments made by the federal government during the development of the interstate system in the 1950s could be built through a more continuous and comprehensive transportation planning process bringing together local, state, and federal agencies to develop a single surface transportation plan. In addition, MPOs were tasked to act as a forum for the joint prioritization of transportation projects and distribution of federal surface transportation funds to specific projects in a region.

Metropolitan Planning, Section 5303, and STBG are critical federal funding streams that allow MPOs to continue the work needed to ensure there is minimal disruption to the existing pipeline of planning for and delivery of hard infrastructure projects. In the SCAG region, our Federal Transportation Improvement Program (FTIP) currently includes 1,128 projects programmed at \$38.8 billion over the next six years, vetted through a thorough and comprehensive public participation process. Formula funding such as PL support important activities, such as the development and maintenance of the FTIP, which allow for the continued distribution of federal funding and support delivery of critical transportation projects, including roads, highways, bridges, transit, and rail.

- 2. Protect vital infrastructure funding for the Southern California region to ensure continuation of goods movement efficiencies, jobs, and economic output**

Southern California greatly benefits from a diverse set of natural ecosystems that have allowed for the development of an equally diverse economy to thrive. While our unique geography presents our region with opportunities to become an economic powerhouse for the nation, it also presents its own set of challenges as air gets trapped between our coastal and mountain regions, leading Southern California to have some of the poorest air quality in the country. The "Congestion Mitigation and Air Quality," or CMAQ, program was created for regions like Southern California to

improve air quality by funding transportation projects that reduce congestion and meet federal air quality standards. These projects are essential to alleviating congestion in our transportation systems, addressing the need for mobility enhancements, which in turn minimize disruptions to our goods movement systems. It is imperative that this program continue, taking into consideration impacts inflation has had on funding levels.

3. Pilot a Freight Planning Program for MPOs and Local Governments

Goods movement is a critical component of the SCAG region's economy and quality of life. The regional goods movement system is a multimodal, coordinated network that includes deep-water marine ports (including the Port of Los Angeles and Port of Long Beach), international border crossings, Class I rail lines, interstate highways, air cargo facilities, intermodal facilities, and distribution and warehousing clusters.

Global supply chains have been heavily impacted by historic events such as COVID-19 over the past decade that have both disrupted freight movement and dramatically shaped consumption and spending patterns. The current practice of focusing on just project-level planning inadequately responds to broader systemic concerns. A pilot program should be created to help MPOs and local governments develop a more cohesive freight and goods movement intermodal network, eliminating bottlenecks, identifying efficiencies, improving safety and air quality, and helping to contribute to the nation's economic growth. Such a systems level approach to planning for goods movement could also facilitate funding, permitting, and environmental review processes to support more streamlined project delivery.

4. Continue the Safe Streets and Roads for All Program

Established under the bipartisan Infrastructure Investments and Jobs Act, the Safe Streets and Roads for All (SS4A) program was the first ever discretionary grant program to fund regional, local, and tribal initiatives to prevent deaths and serious injuries on local streets and roads. SCAG supports the continuation of this visionary program to address road safety through local and regional partnerships. SCAG's two SS4A grant awards provide critical investments throughout our region to reduce rates of fatalities and serious injuries. This includes the development of our "Regional Safety Action Plan" and expansion of our open streets model that creates reliable and safe routes of travel during high volume events and civic gatherings, such as the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. This planning and implementation work will be used to stimulate economic development in the region and beyond while advancing new opportunities for investment in venues that had not been considered as potential locations for large scale events before.

5. Enact a CEQA-for-NEPA Reciprocity Program in California to Streamline the Delivery of Federally Funded Projects

In California, local governments serve as lead agencies under California Environmental Quality Act (CEQA), meaning they have principal authority to prepare and certify environmental documents for local projects and have primary responsibility for carrying out or approving such projects. However, they lack authority to streamline and approve National Environmental Policy Act (NEPA) reviews.

CEQA was enacted by Governor Ronald Reagan in 1970 as a tool to inform public agencies and the public in California about the potential environmental effects of proposed activities. Likewise, NEPA was signed into law by President Richard Nixon the same year, requiring federal agencies to assess the environmental effects of proposed major federal actions prior to making decisions. Sharing the same goal, CEQA is the more stringent of the two, and it applies to a broader range of projects at the state and local level, often requiring a more detailed environmental analysis, robust measures to mitigate significant adverse impacts, and greater opportunities for public involvement compared to NEPA.

While programs have been authorized by Congress to provide more flexibility to states handling NEPA, including California's "NEPA Assignment," it does not address the fundamental issues of duplication, increased costs, and delays related to the overlapping requirements of CEQA and NEPA. While Caltrans has been successful in expediting transportation project delivery, local governments continue to face challenges associated with duplication, increased costs, and delays related to the overlapping requirements of state and federal laws.

Acknowledging the need to maintain the baseline requirements of NEPA to ensure environmental good stewardship, reciprocity should only be authorized in states whose environmental laws are substantially equivalent to or more stringent than NEPA, such as California.

6. Eliminate Unnecessary, Costly, and Time-Consuming Technical Studies to Qualify for a NEPA Categorical Exclusion and Help Deliver Federally Funded Infrastructure Projects Faster

A categorical exclusion (CE) is a class of actions that a federal agency has determined does not individually or cumulatively have a significant effect on the human environment and, as such, an environmental assessment (EA) nor an environmental impact statement (EIS) is required, saving time and resources while reducing paperwork. To qualify, an agency must prepare an analysis.

Creating Programmatic Categorical Exclusion (PCE) agreements for adoption by state and municipalities would standardize and simplify the NEPA process across various jurisdictions, ensuring consistent, fast-tracked, and timely application of categorical exclusions. These

agreements would outline specific criteria and procedures for identifying projects that qualify for expedited review and timelines for completing categorical exclusions from start to finish, enabling localities to streamline their workflows, reduce delays, maintain compliance with federal and state environmental regulations, and minimize potential legal challenges on the projects that utilize categorical exclusions.

Further, the process for pursuing CEs could be simplified through the development of a program that provides categorical exclusion or NEPA approval at the time of a federal grant award. Doing so would expedite the environmental review process by granting early clearance for projects that meet established criteria. This proactive approach would reduce project delays, minimize bureaucratic hurdles, and allow grant recipients to move forward with implementation more quickly while still ensuring compliance with environmental laws and regulations.

In SCAG's case, one component of our \$12 million Safe Streets and Roads for All grant is the piloting of quick-build demonstration activities through a competitive Call for Applications. While these quick-build projects, which are temporary by nature, will ultimately qualify for a CE, SCAG must conduct an analysis to prove it, adding an additional four to six months to the project delivery timeline before the quick-builds can get started. Had SCAG received a CE approved at the time of having been awarded the federal grant, work on the quick-build demonstrations could have already been underway.

7. Require a Singular Consistent Format for NEPA Environmental Review Documents for All Federal Agencies and Departments

The Fiscal Responsibility Act of 2023 (FRA) made several changes to the NEPA process. Among the changes was a requirement that, in the case of a proposed action that will require action from multiple federal agencies for one project, all federal agencies involved must establish a lead agency and prepare a single, coordinated environmental document. Implementing this action would expedite permitting approvals, helping to deliver projects faster and more efficiently. SCAG is supportive of this effort.

8. Support Measures to Streamline Project Delivery and Implementation

SCAG supports streamlining and simplifying the regulatory review process, permitting and oversight, project development and delivery, and increase coordination among state and federal agencies to ensure a more efficient delivery of federally funded transportation projects.

FISCAL IMPACT:

Work associated with the 2025-2026 Federal Surface Transportation Reauthorization Priorities staff report is contained in the General Fund budget, Legislation 800-0160.02.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
April 3, 2025

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: April 2025 State and Federal Legislative Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

Assemblymembers Haney and Wicks Author Budget Letter Requesting Housing Funding

In March, Assemblymembers Matt Haney (D-San Francisco) and Buffy Wicks (D-Oakland), Chairs of the Assembly Committees on Housing & Community Development and Appropriations, respectively, authored a letter to the Assembly Budget Committee Chair Jesse Gabriel (D-Los Angeles) and Assembly Budget Subcommittee #5 on State Administration (covering housing) Chair Sharon Quirk-Silva (D-Fullerton) requesting that they prioritize funding for affordable housing and homelessness programs. Thirty-six legislators signed the letter, which is attached to this report, including Assembly Transportation Committee Chair Lori Wilson (D-Suisun City), and Assemblymembers Jose Luis Solache (D-Lynwood) and Juan Carrillo (D-Palmdale). Most relevant to SCAG, the letter requests \$100 million for the Regional Early Action Planning (REAP) Grant program. In addition to REAP funding, the letter also requests funding for the following programs:

- \$1 billion for the Homelessness, Housing, Assistance, and Prevention Program (Round 7)
- \$500 million for the Low-Income Housing Tax Credit (LIHTC)
- \$500 million for the Multi-family Housing program
- \$300 million for the Infill Infrastructure Grant (IIG) program
- \$280 million for the CalHOME program
- \$200 million for the Farmworker Housing program
- \$100 million for the Local Early Action Planning (LEAP) grant program

Assemblymember Buffy Wicks and Senator Chris Cabaldon Announce \$10B Housing Bond Proposal

In February, Assemblymember Buffy Wicks (D-Oakland) and Senator Chris Cabaldon (D-Yolo) introduced Assembly Bill (AB) 736 and Senate Bill (SB) 417, both titled “the Affordable Housing Bond Act of 2026,” which would place a bond measure on the June 2026 ballot to provide \$10 billion to the state’s plethora of affordable housing programs. The two housing bond bills have the support of various members, with dozens of co-authors between both chambers. The state’s last housing bond was approved in 2018 and provided \$3 billion, which was fully allocated by the end of 2024. If approved by voters, the housing bond proposes the following allocations:

- \$5.25 billion for the Multifamily Housing Program; SB 417 would also direct some of these funds to the Infill Infrastructure Grant Program
- \$1.75 billion for the Multifamily Housing Program
- \$800 million for the Portfolio Reinvestment Program, which rehabilitates existing affordable housing
- \$500 million for the Community Anti-Displacement and Preservation Program to acquire and ensure long-term affordability of existing unsubsidized housing.
- \$1 billion for homeownership assistance, with funding directed to the CalHome Program for grants to local governments and nonprofits and the CalHFA’s Downpayment Assistance Program for direct assistance to first-time homebuyers.
- \$250 million for the new Tribal Housing Grant Program.
- \$250 million for the Farmworker Housing Grant Program.
- \$200 million for programs that promote energy efficiency for affordable housing (Assembly version) or provide rental assistance and additional funding in rental markets impacted by wildfires (Senate version).

California Budget Deficit Sees Uptick in February but Faces Additional Challenges

According to Speaker Robert Rivas' budget adviser, the state’s revenues exceeded expectations last month, with personal and corporate income taxes being 28 percent above projections. Further, the Legislative Analyst’s Office released a report noting that revenue from personal income tax withholding was 11 percent above projections in the Governor’s January Budget proposal and is up 4 percent overall since July 2024. While this is good news for California, we likely will need to wait until the May Budget Revision to get a clearer picture of the state’s budget. While February revenues were above projections, Governor Newsom is requesting a \$3.44 billion loan and an additional \$2.8 billion in federal funding to cover costs associated with Medi-Cal through the end of 2025.

Commissioner Lara Approves a 22 Percent State Farm Hike

In March, California State Insurance Commissioner Ricardo Lara approved an emergency rate hike of 22 percent for State Farm, the state’s largest insurer. In exchange for approving the rate hike, State Farm must hold a public rate hearing to justify the increased rates, and the Commissioner

requested that the insurer halt planned nonrenewal and receive \$500 million from its parent company to provide relief. State Farm executives have noted that they are in a tough financial position and face a potential credit downgrade after the Los Angeles fires, which is expected to be the costliest disaster in the company's history, with over \$7.6 billion in claims.

FEDERAL

Federal Appropriations Bill Update

On March 14, Congress passed a Continuing Resolution (CR) to fund the federal government through September 30, 2025, narrowly averting a shutdown that would have begun at midnight. The House passed the bill containing the CR by a razor-thin vote of 217 to 213 on March 11 and a 54-46 vote in the Senate on March 14, with President Trump quickly signing it into law. While House Democrats unanimously opposed the measure, Senate Democrats faced difficulties unifying around a strategy, but ultimately, 10 Democrats voted in favor of invoking cloture by a vote of 62 to 38, which is necessary to bypass a filibuster and requires a 60-vote threshold. Invoking cloture is necessary before a bill, including CRs, can be approved by a simple majority in the Senate. The CR preserves FY 2024 funding levels but notably eliminated FY 25 earmarks. With FY 25 earmarks removed, members are now focused on FY 26 earmarks.

Bipartisan California Congressional Delegation Sends Letter to Congressional Leaders Requesting Wildfire Aid

In March, Senator Alex Padilla (D-CA) and Representative Ken Calvert (R-Corona) authored a letter, signed by every member of Congress representing California, asking congressional leaders to allocate more funding to help Los Angeles rebuild after the wildfires in January. President Trump has proposed imposing requirements on California in order to receive federal wildfire money, including voter ID requirements and regulating the California Coastal Commission. The bipartisan letter did not mention those proposals or Governor Newsom's previous request for \$40 billion for disaster aid.

Federal Notices of Funding Opportunities (NOFOs) Update

In 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years, \$110 billion of which is made available through competitive grant funding. These historic levels of investment in transportation grant programs have allowed areas in the SCAG region to apply for funding for critical infrastructure improvement projects.

Below is a current list of open NOFOs issued for transportation and sustainability-related competitive programs:



Program	Deadline	Agency
Rural and Tribal Assistance Pilot Program	April 3, 2025	Build America Bureau
Port Infrastructure Development Program (PIDP)	April 30, 2025	Maritime Administration
Rural and Tribal Assistance Pilot Program	April 17, 2025	Build America Bureau
Safe Streets & Roads for All (SS4A) Program	Expected late March 2025	USDOT

FISCAL IMPACT:

Work associated with the March 2025 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Chair Matt Haney & Chair Buffy Wicks Budget Letter

Assembly
California Legislature



ASSEMBLY COMMITTEE ON
HOUSING AND COMMUNITY DEVELOPMENT
MATT HANEY, CHAIR
ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

March 4, 2025

Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

Honorable Sharon Quirk-Silva
Chair, Budget Sub 5 on State Administration
1021 O Street, Suite 4210
Sacramento, CA 95814

Dear Assemblymembers Gabriel and Quirk-Silva:

As you begin the difficult task of crafting this year's budget, we are writing to request that you prioritize funding for affordable housing and homelessness programs. Unfortunately the Governor's budget does not offer any new money for affordable housing programs, and does not include the \$500 million for the low income housing tax credit (LIHTC) that has been included in his budget since 2018. The Governor's budget also does not provide significant funding for homelessness. Now is not the time to reduce funding for affordable housing and homelessness.

Homelessness and affordable housing remain among the top two policy issues for voters. Plain and simple, housing really matters to Californians, and it is far too expensive to rent and own in this state. One in three households in the state does not earn enough money to meet their basic needs. Housing affordability and availability directly affect the people who make our state what it is. If we fail to address these issues, we risk weakening California's social and economic health. The devastating wildfires in Los Angeles in January makes this crisis even more urgent, as tens of thousands of individuals and families have found themselves newly in need of housing and more than 10,000 homes and apartments have been destroyed.

The Legislature has historically pursued an "all of the above" approach to address the housing crisis which includes landmark legislation to increase housing supply and hold local governments accountable for planning for and approving housing and funding for affordable housing. The private market does not build affordable housing for lower income households and we need 1.2 million more affordable units to meet the needs of low-income households in the state. Affordable housing is a homelessness prevention tool, as most people falling into

homelessness are extremely low-income and lack affordable housing opportunities in the current market. Our local governments need our help to fund affordable housing production.

Historically, the Legislature has used voter-approved bonds to fund affordable housing production. All of the funds from the previous housing bond have been exhausted. The Assembly should prioritize a housing bond for the 2026 election to fund affordable housing programs. AB 736 (Wicks), of which many of us are co-authors, would place a \$10 billion bond on the 2026 ballot. The Assembly must prioritize this bond, but we need to fill the gap in funding while we wait for the voters to approve a bond.

According to affordable housing developers in the field, there are 45,000 shovel-ready homes in the pipeline, made possible by reforms made by the Legislature, but these projects need funding before they can begin construction. We propose a mix of funding for existing, proven programs that fund affordable housing construction.

Increase the supply of affordable rental housing through the following investments:

The state LIHTC provides critical gap funding so that California can fully use our allocation of the federal LIHTC. Over the past four years the \$500 million allocated to the enhanced state tax credit has resulted in 25,000 homes affordable to lower income households and allowed our state to draw down an additional \$5.3 billion in federal LIHTC.

- \$500 million for the Low Income Housing Tax Credit

The Multi-family Housing Program (MHP) is the state’s primary funding program for the construction and preservation of affordable housing. The last two rounds of MHP (2022 and 2023) funded over 3,100 new affordable homes. Combined investments in the Joe Serna Jr. Farmworker Housing Program (from Prop 1 and SB 2) of \$263 million supported the construction of 1,860 units for lower income farm workers.

- \$500 million for the Multi-family Housing Program
- \$200 million for the Joe Serna Jr. Farmworker Housing Program

Create more homeownership units:

The state has historically invested in down payment assistance and programs to increase the supply of affordable for-sale housing through the CalHOME program. To address the homeownership gap, the state should not focus solely on creating new qualified buyers for a limited pool of units. Rather, we should invest in programs that increase the supply of ownership housing that benefit lower income households who have been traditionally priced out of the housing market or marginalized due to systemic racism. Significant demand exists for the CalHOME program which is oversubscribed by 100% to 300% each year.

- \$280 million for CalHOME

Pay for infrastructure and support locals to meet housing goals:

The elimination of redevelopment reduced the amount of funding available to local governments for infrastructure needs and improvements, which are often essential yet costly components of housing developments. The Infill Infrastructure Grant (IIG) program provides funding to support infrastructure for affordable housing developments. The last two housing bonds collectively provided \$1.15 Billion for the IIG program and supported over 27,000 affordable housing units. In addition, the Regional Early Action Planning (REAP) Grants and Local Early Action Planning (LEAP) Grants fund regional, city, and county projects that accelerate housing production.

- \$300 million for 2019 Infill Infrastructure Grant program (\$70 million of this would be for the small jurisdiction set aside)
- \$100 million for Regional Early Action Planning (REAP) Grants
- \$100 million for Local Early Action Planning (LEAP) Grants

Provide certainty to the local homelessness response system:

Over the last few years, the Assembly has led the effort to secure the strongest ongoing commitment to end homelessness through investment in the Homelessness Housing, Assistance, and Prevention Program (HHAP). Sustained and secure ongoing funding for this program is critical to supporting our local government partners in reducing homelessness and slowing the increase. Although the program has a sixth round of funding, the Assembly should allocate a 7th round so that big cities, counties, and Continuums of Care can continue with a coordinated response to homelessness.

Homelessness is a complex issue that requires a coordinated response. Thanks to the HHAP program, between January 2023 and June 2024, our local communities connected over 225,000 Californians to shelter, services, and housing. Over 50,000 Californians exited homelessness for good during that period through permanent housing, thanks to HHAP. Your investment in this program has, in fact, allowed California to experience smaller increases in homelessness in 2023 and 2024 than the nation experienced as a whole.

- \$1 Billion for the Homelessness, Housing, Assistance and Prevention program (Round 7)

Despite this year’s budget projections, we must continue to increase the supply of affordable housing by investing in proven state programs. We must also maintain the course in funding programs that effectively prevent homelessness and move people out of homelessness and into permanent housing. Housing affordability and stability are core needs of our constituents.

Sincerely,



MATT HANEY, CHAIR
Assembly Committee on
Housing and Community Development



BUFFY WICKS, CHAIR
Assembly Committee on Appropriations

Christopher M. Ward

CHRISTOPHER M. WARD, CHAIR
Assembly Committee on Arts, Entertainment,
Sports and Tourism

Ash Kalra

ASH KALRA, CHAIR
Assembly Committee on Judiciary

José Luis Solache, Jr.

JOSÉ LUIS SOLACHE, JR., CHAIR
Assembly Committee on Economic
Development, Growth, and Household
Impact

Jessica Caloza

JESSICA CALOZA,
Assemblymember District 52

Lori D. Wilson

LORI D. WILSON, CHAIR
Assembly Committee on Transportation

Glenn Adams AD23

Gene Adams AD26

Alji Adams AD27

Walter Adams AD59

Ash Kalra AD 25

Carl Adams AD19

Mia Adams AD18

Phil Adams

Paul Adams AD 51

Debra Adams AD79

Walter Adams AD21

Orlando Adams AD15

Michael Adams AD 65

M.A.S.A.
AD 44

Alfonso AD 24

[Signature] AD 64

Rodriguez AD 80

Juan Carrillo
[Signature] AD 39

Michelle Rodriguez AD 53

Juan de la Cruz AD 62

Blanca G. Rubio AD 48

[Signature] AD 68

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[Signature] AD 57

[Signature] AD 41

[Signature] AD 16

[Signature] AD 55

Mark Gomez AD 54

Dorcas Alford AD 76

[Signature] AD-50



AGENDA ITEM 10
REPORT

Southern California Association of Governments
April 3, 2025

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

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

Subject: SCAG Clean Cities Coalition Strategic Plan FY25 Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR 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. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE requires all Clean Cities Coalitions to establish and maintain a Strategic Plan and staff has revised the 2023 Coalition Plan in accordance with project requirements. The Plan aligns SCAG's Clean Transportation Technology Policy (Resolution No. 23-654-5¹), Connect SoCal 2024, and the Clean Technology Program, harmonizing federal, state, and regional objectives. Given shifting priorities and uncertainties within federal transportation programs, this Strategic Plan update cycle was minimal, but can be revisited later this spring when more guidance is available for such programs. Additionally, the Strategic Plan will be revised again in FY26 as a part of SCAG's annual responsibilities under the Clean Cities & Communities Program, offering an opportunity to align with new federal priorities. The coordination achieved through this Strategic Plan effort aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability. The updated FY25 Clean Cities Strategic Plan will be available at: <https://scag.ca.gov/clean-cities>.

¹ Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

BACKGROUND:Coalition Network and Background

The Clean Cities & Communities initiative, initiated by the U.S. Department of Energy in 1993, emerged as a strategic response to the Energy Policy Act of 1992. This program currently encompasses over 75 local coalitions across the United States. These coalitions form dynamic partnerships with more than 20,000 stakeholders from both public and private sectors. The primary goal of these collaborations is to enhance the economic, environmental, and energy security of the United States. This is achieved by focusing on the promotion of affordable, domestically produced transportation fuels, the development of energy-efficient mobility systems, and the adoption of various fuel-saving technologies and practices at the local level.

The various coalitions in the program harness expertise from a range of sources, including federal agencies, national laboratories, and other coalitions within the network. This knowledge is then applied directly to the communities they serve, creating solutions tailored to the unique local needs, opportunities, and market conditions. Additionally, these coalitions establish networks with community stakeholders and offer practical, hands-on support to local fleets, addressing specific challenges and facilitating problem-solving.

Work efforts are guided by a set of key objectives, which include:

- Build partnerships with public and private-sector transportation stakeholders.
- Dispense objective information, data-driven online tools, and a suite of resources to fleets and local decision makers.
- Empower stakeholders to evaluate and implement the best strategy to achieve their goals.
- Collect and share best practices, data, and lessons learned to inform local decisions and build a strong national network.
- Engage technical assistance to help fleets and end users implement alternative fuels, advanced vehicles, and fuel-saving practices.
- Build relationships with industry partners, fleets, and communities to solve problems and identify and address technology barriers.
- Leverage people and resources to encourage private-sector investment, resulting in successful implementation of advanced transportation, fueling infrastructure, and charging equipment and development projects.

To advance affordable, efficient, and clean transportation fuels and technologies, coalitions employ the following strategies:²

- **Evaluate transportation needs and energy choices** to determine the most impactful and cost-effective vehicle options, fuels, technologies, and best practices that make sense for their stakeholders.

² Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

- **Shift to efficient and clean energy sources** using alternative and renewable fuels such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel.
- **Improve fuel efficiency** through state-of-the-art technologies and strategies.
- **Reduce greenhouse gas emissions** and local pollutants through transition to low- and no-emission vehicles, idle reduction, and other fuel-saving technologies and practices.
- **Demonstrate and assess new mobility choices** that maximize the return on investment for mobility systems in terms of time, cost, energy, and opportunity.

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs) across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

SCAG's Clean Cities Coalition Strategic Plan

Last fiscal year, DOE introduced a new requirement for all Clean Cities Coalitions, including SCAG, to develop a Strategic Plan. The Plan serves as a multi-year roadmap outlining specific objectives and activities that coalition stakeholders will undertake. The objectives, activities, and priorities outlined in the Strategic Plan have been developed in direct alignment with Connect SoCal 2024 projections and strategies. This comprehensive approach ensures a cohesive strategy in advancing clean transportation technologies within the SCAG jurisdiction.

The Strategic Plan contains several critical sections, including:

- **The Strategic Plan Roadmap:** Includes Vision, Goals, and Strategies, and details the mission and planned actions that SCAG's Clean Cities Coalition will undertake to meet and align DOE and SCAG goals:
 - Vision: Southern California aims to foster a sustainable transportation ecosystem through advanced infrastructure, technology, and policy, embracing technology neutrality for innovation and environmental stewardship.
 - Primary Goal: To support an increase in gasoline gallon equivalent (GGE) displaced and a reduction in greenhouse gas (GHG) emissions, aligning with California's climate goals and DOE goals.
 - Strategies and Actions: SCAG outlines strategies to address barriers like cost, infrastructure, and consumer knowledge, focusing on a portfolio of alternative fuel

vehicles (AFVs) and infrastructure, including electric drive, natural gas, propane, ethanol, and hydrogen.

- **Clean Cities Program:** Details the history of the Clean Cities Coalition and work efforts conducted by the coalition, the strategies coalitions implement to advance affordable, efficient, and clean transportation fuels and technologies, and the formal designation/redesignation process. It provides key project objectives, including annual progress reports, alternative fuel price tracking and reporting, vehicle and station cost tracking and reporting, and coalition building and stakeholder engagement.
- **Alternative Fuels, Vehicles, and Infrastructure:** Describes the status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure. Depicts emission reductions by body styles and technology types and provides the adoption rates of AFVs in California.
- **Barriers to Adoption:** Categorizes the barriers of adopting clean transportation technology into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support. Provides context for each of the five areas.
- **SCAG's Commitment to Clean Technology:** Details SCAG's specific work efforts relative to the Clean Technology Program, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.

Specific strategies and actionable items, maintained from the FY24 Strategic Plan, are described below. They focus on seven core activities, all central to SCAG's mission and role as a regional agency:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.

Two main changes between the 2024 Strategic Plan and the 2025 iteration include:

- **Condensed for Clarity:** Based on previous feedback received from the Department of Energy, SCAG staff condensed the Strategic Plan and removed any content already reflected in SCAG’s Clean Technology Compendium or 2024 Connect SoCal to avoid duplication of resources or information. Removed or reintegrated sections include:
 - About SCAG
 - US Department of Energy Clean Cities Program
 - Coalition Strategic Plan and Strategic Framework
 - The Need to Transition to Clean Transportation
 - Alternative Fuels, Types of AFVs, Supporting Infrastructure, and Adoption Rates
 - Emission Reductions
 - Federal and State Policies and Programs
 - Glossary
- **Removal of DOE-specific GGE & GHG Targets:** The previous plan contained references to DOE-specific gasoline gallon equivalent (GGE) and greenhouse gas (GHG) targets. Originally implemented to ensure alignment between tangible measures of GGE displacement/GHG reductions and overarching DOE targets, these target recommendations are no longer required.
 - The 20% reduction in GHG and 16% displacement in GGE requirements have been removed, but the goals, strategies, and actions in the Strategic Plan remain and emphasize SCAG’s commitment to meeting regional and state climate targets.

The final revised Strategic Plan will be available on SCAG’s website (<https://scag.ca.gov/clean-cities>) in April and shall be updated annually in accordance with the coalition’s agreement. Annual updates bring an increased flexibility to the planning process and help to ensure this Strategic Plan remains a “living document,” rather than a static Plan. Given uncertainties at the federal level and within the national Clean Cities & Communities Program, staff maintained a minimal update approach for the FY25 update. However, Clean Cities staff will begin planning for a more comprehensive update leading into FY26, pending future guidance and direction from DOE.

FISCAL IMPACT:

Work associated with this item is included in the Overall Work Program (OWP) Tasks 267.1241.04 (SCAG and DOE/NETL Clean Cities Coalition Coordination) and 115.4912.01 (Clean Technology Program).



AGENDA ITEM 11
REPORT

Southern California Association of Governments
April 3, 2025

To: Executive/Administration Committee (EAC) **EXECUTIVE DIRECTOR'S**
Regional Council (RC) **APPROVAL**

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

Subject: Purchase Orders, Contracts and Contract Amendments below Regional *Kome Ajise*
Council's Approval Threshold

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 February 2025:

Vendor	Description	Amount
CARASOFT TECHNOLOGY CORP	LINKEDIN LEARNING SUBSCRIPTION	\$5,190
GLOBAL POLICY LEADERSHIP ACADEMY	TUITION FOR KOME AJISE	\$7,800
ENO TRANSPORTATION FOUNDATION	ANNUAL MEMBERSHIP	\$8,000
TAPE SPECIALTY INC DBA PROMOBLVD.COM	2025 GENERAL ASSEMBLY TOTE BAGS	\$9,667
SO. CALIFORNIA LEADERSHIP COUNCIL	ANNUAL MEMBERSHIP	\$20,000
BB2 TECHNOLOGY GROUP INC	VEEAM SOFTWARE RENEWAL	\$23,984
MOBILITY 21	ANNUAL MEMBERSHIP	\$25,000

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

Consultant/Contract No.	Description	Amount
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LUMI USA, Inc. 25-002-C01	The consultant shall provide electronic voting equipment, support, and services for SCAG’s monthly Regional Council meeting, various committee meetings, and annual Regional Conference and General Assembly.	\$174,425
Arup US, Inc. 24-012-MRFP 01	The Consultant shall provide services for an SCP CEEEJ project, Ventura County Farmworker Housing Study and Action Plan, in partnership with <i>House Farm Workers!</i> , a community-based organization. This project is funded by REAP 2.0 grant funds.	\$364,345

SCAG executed the following contract amendment for less than \$150,000 and 30% of the original contract value:

Consultant/Contract No.	Description	Amount
Acuprint, DBA Ink and Color 24-032-C01, Amendment 1	The consultant will continue to create printed materials for SCAG, including reports, brochures, fact sheets, and other materials to support SCAG’s many programs. This amendment exercises the first option year available in the contract to ensure printing services next fiscal year.	\$61,660

ATTACHMENT(S):

1. Contract 25-002-C01 Summary - Info
2. Contract 24-012-MRFP 01 Summary - Info
3. Contract 24-032-C01 Summary A01 - Info

CONSULTANT CONTRACT NO. 25-002-C01

Recommended Consultant:	LUMI USA, Inc.
Background & Scope of Work:	The consultant shall provide electronic voting (e-voting) equipment, support, and services. Specifically, the consultant shall provide SCAG with a flexible and 100% accurate electronic voting system to automate vote capture and reporting for SCAG’s monthly Regional Council Board, various committee meetings, and SCAG’s annual General Assembly.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Providing accurate, easy-to-use electronic voting; • Enabling visual presentation of results for immediate voter review; documented voting roster; and results by participant name; and • Demonstrating SCAG’s commitment to conduct voting in an open, transparent, and accountable manner.
Strategic Priority:	This item supports SCAG’s Strategic Priorities No. 1 & 3: Establish and implement a regional vision for a sustainable future; and Spur innovation and action through leadership in research, analysis and information sharing.
Contract Amount:	<p>Total not to exceed \$174,425</p> <p>LUMI USA, Inc. (prime consultant) \$174,425</p> <p>Note: LUMI USA, Inc., originally proposed \$194,785 but staff negotiated the price to \$174,425 without reducing the scope of work.</p>
Contract Period:	Notice to Proceed through June 30, 2030
Project Number(s):	<p>811-1163.15 \$37,690 (Indirect Cost)</p> <p>800-0160.06 \$1,795 (General Fund)</p> <p>Funding of \$39,485 is available in the Fiscal Year (FY) 2024-25 Indirect Cost Program Budget and General Fund Budget in Project Number(s) 811-1163.15, 800-0160.06, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>
Request for Proposal (RFP):	This was a non-competitive/sole source procurement.
Selection Process:	This was a non-competitive/sole source procurement.
Basis for Selection:	LUMI is required for support of SCAG’s electronic voting system. This system is needed for SCAG’s monthly and annual Regional Council, Policy Committee, and General Assembly meetings. In May and July of 2024, SCAG’s Office of the Regional Council and the Audio-Visual Team conducted demonstrations and research of electronic voting systems on the market to identify possible upgrades/replacements to SCAG’s current system. Upon completion of the demonstrations and research, it

Attachment: Contract 25-002-C01 Summary - Info (Purchase Orders, Contracts and Contract Amendments below Regional Council’s Approval

was decided that there was no suitable replacement for SCAG’s current electronic voting system (LUMI), as the current market offerings do not meet SCAG’s needs. For example, other options on the market have account and security limitations, limited voting display capabilities, and complicated system use. LUMI devices provide added security and management of board member accounts using smart cards. Smart cards are utilized to record votes for each elected official. These smart cards remove the need for each voting member to manage their own electronic voting account, which is now common on other systems. SCAG elected officials are familiar with the current system used during monthly Board and General Assembly meetings.

CONSULTANT CONTRACT NO. 24-012-MRFP 01

Recommended Consultant:	Arup US, Inc.								
Background & Scope of Work:	The Consultant shall provide services for a Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEJ) project, “Ventura County Farmworker Housing Study and Action Plan,” in partnership with <i>House Farm Workers!</i> a local community-based organization (CBO). This project is funded by Regional Early Action Planning (REAP 2.0) grant funds from the California Department of Housing and Community Development (HCD). Specifically, the Consultant will create a Countywide Farmworker Housing Study and Action Plan, which will use survey data to summarize farmworker needs, identify key policy, financial, and regulatory barriers, and generate solutions to housing development, including identifying optimal housing typologies and gaps in social services in the form of an Action Plan.								
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Assisting all jurisdictions within Ventura County to identify and address farmworker housing needs and support a stable and healthy agricultural workforce; • Increasing and improving farmworker housing through transformative development of infill sites which reduces VMT for farmworkers, affirmatively furthers fair housing, and protects environmental and agricultural resources; and, • Conducting robust community engagement to inform the Study and Action Plan in collaboration with a local community-based organization. 								
Strategic Plan:	This item supports SCAG’s Strategic Plan Objective 1.6: Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.								
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$364,345</td> </tr> <tr> <td>Arup US, Inc (prime consultant)</td> <td align="right">\$239,123</td> </tr> <tr> <td>Economic & Planning Systems (subconsultant)</td> <td align="right">\$54,943</td> </tr> <tr> <td>Estolano Advisors (subconsultant)</td> <td align="right">\$70,279</td> </tr> </table>	Total not to exceed	\$364,345	Arup US, Inc (prime consultant)	\$239,123	Economic & Planning Systems (subconsultant)	\$54,943	Estolano Advisors (subconsultant)	\$70,279
Total not to exceed	\$364,345								
Arup US, Inc (prime consultant)	\$239,123								
Economic & Planning Systems (subconsultant)	\$54,943								
Estolano Advisors (subconsultant)	\$70,279								
Contract Period:	February 14, 2025 through June 30, 2026								
Project Number(s):	Funding source: REAP 2.0 Funding of \$364,345 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 305.4927Y1.03. Any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.								
Request for Proposal (RFP):	SCAG staff notified 20 firms on the bench of the release of 24-012-MRFP 01 via SCAG’s Solicitation Management System website. A total of 9 firms downloaded								

	<p>the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Arup US, Inc. (2 subconsultants)</td> <td style="text-align: right;">\$364,345</td> </tr> <tr> <td>LeSar Development Consultants (2 subconsultants)</td> <td style="text-align: right;">\$349,856</td> </tr> <tr> <td>Harris & Associates (2 subconsultants)</td> <td style="text-align: right;">\$374,991</td> </tr> </table>	Arup US, Inc. (2 subconsultants)	\$364,345	LeSar Development Consultants (2 subconsultants)	\$349,856	Harris & Associates (2 subconsultants)	\$374,991
Arup US, Inc. (2 subconsultants)	\$364,345						
LeSar Development Consultants (2 subconsultants)	\$349,856						
Harris & Associates (2 subconsultants)	\$374,991						
<p>Selection Process:</p>	<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 three (3) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Lyndsey Nolan, Senior Regional Planner, SCAG Ruchita Kadakia, Planning Manager, Ventura County Gabrielle Vignone, Executive Director, <i>House Farm Workers!</i></p>						
<p>Basis for Selection:</p>	<p>The PRC recommended Arup US, Inc. for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project; specifically, Arup’s proposal elaborated on the level effort for each task clearly, explaining the methodology for several tasks beyond the language included in the RFP. <p>In addition, their proposal was very thorough in describing the document review process, demonstrating their understanding of the importance of this process and the complex partnership structure and respective partner roles. Further, during the interview Arup’s presentation and responses to questions demonstrated clear understanding of the project needs across the entire interviewing team while showcasing their use of visuals and graphics to supplement verbal information in an easy-to-follow format. Similarly, their team articulated complex ideas in clear and simple terms, indicating an ability to effectively translate technical concepts to community members and farmworkers.</p> <ul style="list-style-type: none"> • Provided the best technical approach. For example, Arup’s technical approach included climate resilience analysis and considerations and an additional final workshop as part of Task 5 Final Study and Action Plan to help reconcile any outstanding opposing ideas. Arup’s proposal and interview presentation utilized visuals, demonstrating how their graphics skills could be applied to the project. Finally, they provided a strong response to the question of what methodology they would use to identify regulatory barriers in Task 2.4 Policy and Regulatory Constraints. • Provided the best overall value for the level of effort proposed. Not only did their consultant team propose the greatest number of hours dedicated to the project (with the lowest average rate per hour), but they also had the clearest vision for prime/sub integration as well as how the consultant team, particularly the engagement-focused sub, would complement the role and work of <i>House Farm Workers!</i> (the CBO partner on this project). Their proposal includes some Spanish translation while leaving enough 						

budget for *House Farm Workers!* or the County to cover the remainder; in addition, the project management team includes Spanish speakers who can review translated materials. Though Arup did not propose the lowest price, the PRC selected the firm's proposal because of the value the firm would bring to this project.

Although one other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Did not demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work;
- Did not demonstrate the same understanding of their proposed technical approach as the selected consultant. The proposal and interview did not detail or elaborate on how the tasks would be completed; the proposal also did not address regional context or project intent, although this was touched on in the presentation. Their response to the question about the methodology for Task 2.4 was unclear; moreover, the interviewing team did not address how the prime or subconsultants would complement the CBO partner's outreach and engagement work. Finally, their approach to developing infographics was confusing because they mentioned hiring an outside party which was not reflected in the proposal or factored into their proposed budget.

CONSULTANT CONTRACT NO. 24-032-C01 AMENDMENT NO. 01

Consultant:	Acuprint, DBA Ink and Color
Background & Scope of Work:	<p>On April 1, 2024, SCAG awarded Contract 24-032-C01 to Acuprint, DBA Ink and Color to create printed materials for SCAG. In order to fulfill SCAG’s mission of creating and implementing a regional plan, effective communication is paramount, and printing services are one of SCAG’s most essential tools. Printed materials are a powerful medium to inform and engage our diverse audiences. We prepare reports, brochures, fact sheets, and other materials to:</p> <ul style="list-style-type: none"> • Disseminate information about our plans and projects: We want everyone to understand our vision for the future of Southern California. Printed materials provide clear and accessible explanations of our initiatives, fostering awareness and support; • Facilitate engagement: We actively seek the input of our communities through workshops, meetings, and hearings. Printed materials serve as valuable tools to inform stakeholders about these opportunities; and • Comply with legal requirements: Public transparency is crucial to our operations. We utilize printed materials to ensure compliance and foster trust with our stakeholders <p>The scope of work includes, but is not limited to:</p> <ul style="list-style-type: none"> • Digital printing: This includes printing documents such as brochures, flyers, postcards, and business cards; • Offset printing: This includes printing large quantities of documents, such as report books and conference programs; • Large format printing: This includes printing posters, banners, and other signage; • Specialty printing: This includes printing documents that require special finishing techniques, such as embossing, foil stamping, and die-cutting; and • Binding and finishing: This includes services such as folding, stapling, binding, and laminating. <p>Acuprint, DBA Ink and Color will be a key partner in helping us achieve our goals of informing our communities, fostering engagement, and shaping a vibrant and sustainable future for Southern California.</p> <p>This amendment increases the contract value from \$26,599 to \$93,660 (\$61,660) and extends the contract term from 04/01/25 to 6/30/27. This increase reflects the cost of services for the two (2) 12-month option years exercised in this first amendment to the contract.</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"> • Increased public awareness: Clear and concise printed materials ensure that everyone understands our plans and projects, leading to greater public participation and support;

Attachment: Contract 24-032-C01 Summary A01 - Info (Purchase Orders, Contracts and Contract Amendments below Regional Council’s

	<ul style="list-style-type: none"> Improved communication: Printed materials provide a tangible way to communicate with diverse audiences, overcoming language barriers and ensuring accessibility for all; and Enhanced stakeholder engagement: By providing readily available information through print, we foster a more informed and engaged public, leading to better decision-making and outcomes for our region. 						
Strategic Plan:	<p>This item supports the following SCAG 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 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 						
Amendment Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Amendment 1</td> <td style="text-align: right;">\$61,660</td> </tr> <tr> <td>Original contract value</td> <td style="text-align: right;"><u>\$26,599</u></td> </tr> <tr> <td>Total contract value is not to exceed</td> <td style="text-align: right;">\$93,660</td> </tr> </table>	Amendment 1	\$61,660	Original contract value	<u>\$26,599</u>	Total contract value is not to exceed	\$93,660
Amendment 1	\$61,660						
Original contract value	<u>\$26,599</u>						
Total contract value is not to exceed	\$93,660						
Contract Period:	April 1, 2024 through June 30, 2027						
Project Number:	<p>Funding sources: Indirect Cost Program</p> <p>Funding of \$35,000 is available in the Fiscal Year (FY) 2024-25 TDA Program Budget and Indirect Cost Program Budget in Project Number(s) 700-4743.05 and 810-0120.06, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>						
Basis for the Amendment:	<p>This amendment exercises the first option year available in the contract to ensure that there is no disruption of printing services needed in the next year. This amendment also increases the contract value to fund additional printing services needed for SCAG's expanded support for legislative advocacy. The printed materials that the Consultant provides under this contract help ensure that SCAG has a continued strong and visible presence at federal and state legislative events. These printing services and materials are crucial for maximizing the impact of our engagement with legislators and staff and for effectively communicating SCAG's key priorities.</p>						



AGENDA ITEM 12
REPORT

Southern California Association of Governments
April 3, 2025

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.

ACCOUNTING:

Membership Dues

As of February 28, 2025, 189 cities, 6 counties, 7 commissions, and 11 tribal governments have paid their Fiscal Year (FY) 2024-2025 membership dues. SCAG has collected \$2.74 million out of \$2.76 million billed. This represents 99.38% 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 February 28, 2025, SCAG has invested \$25.18 million in the LAIF account and has earned \$577,041.65 in interest income (as of Q2). The interest earnings are distributed on a quarterly basis with an average interest rate of 4.35%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of February 28, 2025, SCAG has invested \$42.72 million in the Money Market Account and has earned \$1,465,018.51 (YTD), in interest income.

BUDGET & GRANTS (B&G):

Staff completed the development of the FY 2025-26 Draft Comprehensive Budget, including the Overall Work Program (OWP). The proposed Comprehensive Budget of \$390.82 million was approved by the Executive Administration Committee (EAC) and the Regional Council (RC) on March 6, 2025. The Draft OWP was released for a 30-day public comment period ending April 7, 2025. The Final Budget will be presented to the EAC and RC for approval in May.



Staff also completed preparing Amendment 2 to the FY 2024-25 Comprehensive Budget including the OWP. After approval by the EAC and RC in April 2025, Amendment 2 to the FY2024-25 OWP will be submitted to Caltrans for final approval.

CONTRACTS ADMINISTRATION:

In March 2025, the Contracts Administration Department staff supported 21 formal procurements and 192 active contracts for professional services. In this month's consent calendar agenda item, "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports executing two contracts and one contract amendment under the approval threshold and issuing seven purchase orders to support ongoing business operations in February 2025.



AGENDA ITEM 13

REPORT

Southern California Association of Governments
April 3, 2025

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Philip Law, Department Manager
(213) 236-1841, law@scag.ca.gov

Subject: Presidential Priorities Panel - Goods Movement and Clean Technology

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.

EXECUTIVE SUMMARY:

In the 2024-2025 Executive/Administration Committee Work Plan, the Regional Council under the leadership of President Curt Hagman identified emerging technologies with respect to goods movement and clean transportation as key policy issues for regional leadership and collaboration during the fiscal year. For the April 2025 Regional Council meeting, SCAG staff will share progress on plans and programs that advance this priority and has invited leaders in clean transportation technology and goods movement to share insights and perspectives on challenges and opportunities in a changing landscape. A summary Presidential Priorities Report is also attached to provide an overview of the accomplishments over the fiscal year.

BACKGROUND:

On March 2, 2023, the Regional Council adopted the Goods Movement Resolution affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This Resolution includes a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system. In 2025, the goods movement system continues to absorb operational volatility as freight cycles from peak demand to recessionary lows have increasingly occurred. Variables beyond the region’s control, such as trade tariffs, the COVID-19 pandemic and other geopolitical tensions have impacted how industries efficiently move goods within and through the region. Additionally, national, state, and local policies impact both freight intermodal capacity and industrial development across goods movement industries. These stressors to the system necessitate that the SCAG region continue to focus on goods movement policies

within Connect SoCal 2024 as a mechanism to ensure that the region's competitiveness is well understood to improve the region's overall quality of life.

In the SCAG region, the transportation sector, which includes cars, trucks, buses, and trains, accounts for a significant portion of air pollution and greenhouse gas emissions (GHG) and contributes to poor air quality and negative health outcomes. Resulting from these emissions as well as the unique meteorological condition of Southern California, the region is designated as an "extreme" nonattainment area for the 2015 Ozone National Ambient Air Quality Standards (NAAQS). Mobile sources account for more than 80 percent of NOX (or oxides of nitrogen) emissions, a precursor to ozone, and emissions from goods movement sources generate more than 50 percent of that total in the region.

In an effort to address air quality and climate change challenges linked to the transportation sector, the SCAG Regional Council adopted the Clean Transportation Technology Policy and Resolution on April 6, 2023, which defines clean transportation technology as zero- and near-zero emission vehicles (ZEV and NZEV, respectively), their supporting infrastructure, and other facilitative products that reduce environmental impact over their life cycle.

Reducing transportation emissions in Southern California is a significant logistical and economic challenge, given the region's high volume of freight and port activity. ZEVs and NZEVs offer a robust technological solution to achieve considerable emissions reductions in the transportation sector, and in particular, the goods movement sector.

Federal policies, such as the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA), provided significant funding for clean transportation, with hundreds of billions of dollars of planned investment in transportation systems and technologies. At the state level, California implemented measures to accelerate the adoption of ZEVs, and the South Coast AQMD is implementing regulations to promote zero-emission and clean technologies in warehouses, ports, rail, and intermodal facilities. Although recent changes in federal priorities are anticipated to impact the timeline of widescale commercialization of clean technologies, the region's air quality issues will continue to be a major driver and focus for the region's investments in clean technologies.

Connect SoCal 2024 incorporates a comprehensive approach towards assessing the goods movement system which includes connecting the essential nature of goods movement with respect to consumption both locally and nationally, clarifying guiding policy and planning frameworks, focusing on new trends, technologies, and challenges, and setting the vision and policies to achieve implementation strategies and initiatives that will continue to support important economic and health goals. Looking ahead to the 2028 update of Connect SoCal, SCAG will soon initiate development of a Comprehensive Sustainable Freight Plan, a vision and implementation plan for the goods movement system in Southern California designed to ensure the region continues to play

a critical role in the global supply chain while meeting the needs of a wide range of public and private sector stakeholders for mobility, community, economic, and environmental benefits. Technology and innovation will play a critical role in this vision of a world class system, and the freight plan effort will be complemented by an Alternative Technology Assessment for Freight study to develop recommendations on innovative projects for further consideration.

SCAG has supported efforts to improve goods movement planning, analysis, and project and program implementation strategies across the region through a variety of research and study efforts, many of which focus on technology and innovation and have been highlighted at past Transportation Committee meetings. The recommendations generated from SCAG's plans and programs are instrumental in supporting local jurisdictions as they work to improve the goods movement system while balancing economic, mobility, public health, safety, and other priorities. Most recently, these efforts include the Last Mile Freight Program and the Zero-Emission Truck Infrastructure (ZETI) Study.

- **Last Mile Freight Program (LMFP):** In 2020, SCAG partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the LMFP. SCAG has developed a two-phased approach for the LMFP, including the commercial deployment of zero-emission or near-zero emission heavy and/or medium duty on road trucks (including equipment and supporting infrastructure) with projects currently in various stages of implementation. The awards authorized by the Regional Council and MSRC for LMFP Phase 1 total approximately \$16.75 million with projects currently expected to be completed by summer 2025. SCAG is poised to expand LMFP Phase 1, as a sub-recipient of the South Coast Air Quality Management District's Climate Pollution Reduction Grant, which includes \$50 million for rebates for Class 4 and 5 battery electric vehicles. In addition, a future LMFP Phase 2 will focus on deployment of operational strategies being demonstrated by last mile delivery companies.
- **Zero-Emission Truck Infrastructure (ZETI) Study:** In 2023, SCAG initiated this study to develop an understanding of potential zero-emission charging and fueling demand across the SCAG region, leading to a phased blueprint and action plan for a regional network of charging and fueling infrastructure, and to answer key questions about how stations in the region may operate to service different truck markets and business functions. Information on the number, distribution, and characteristics of stations will be quantified to help plan for infrastructure needs and investments. Staff provided the Transportation Committee with preliminary findings in late 2024. The final report and findings will directly support SCAG's upcoming Comprehensive Sustainable Freight Plan as well as the 2028 update to Connect SoCal.

External Speakers – Panel Discussion

SCAG staff invited representatives from the private and non-profit sectors to discuss the importance and continued need for the advancement of clean technologies in goods movement systems and infrastructure to meet our regional goals.

- Joost de Vries, Chief Executive Officer of ZM Trucks, a manufacturer and seller of zero-emission, urban-environment, work trucks. ZM Trucks is a subsidiary of ZO Trucks headquartered in Tokyo, Japan, and has chosen to locate its first North American manufacturing plant in the city of Fontana. The company has achieved price parity with comparable diesel trucks, paving the way for small-to-large-sized companies to seamlessly transition from diesel to zero-emissions.
- Matt Petersen, President and Chief Executive Officer of the Los Angeles Cleantech Incubator (LACI). LACI is a nonprofit organization established by the City of Los Angeles to accelerate the commercialization of clean technologies and support economic and workforce development, driving innovation and the growth of an inclusive green economy.
- Jasna Tomić, Vice President of CALSTART, a nonprofit organization working nationally and internationally with businesses and governments to develop clean, efficient transportation solutions. CALSTART spurs advanced transportation technologies, fuels, systems, and the companies that make them. Together with the Electric Power Research Institute (EPRI), CALSTART manages California's Electric Truck Research and Utilization Center (eTRUC) for the California Energy Commission's (CEC) \$13 million research hub for electric technology in truck applications. SCAG's ZETI Study was funded in part by the CEC grant.

FISCAL IMPACT:

Work associated with this item is included in the FY24-25 Overall Work Program (OWP) Task 130.0162.18 Goods Movement Planning.

ATTACHMENT(S):

1. Presidential Priorities Report 2024-2025

Presidential Priorities Report 2024-2025



Expert Panels on Presidential Priorities

In the 2024-2025 Executive/Administration Committee Work Plan, the Regional Council under the leadership of President Curt Hagman identified the continued desire to play a leadership role on emerging technologies across all policy areas, including through more dialogue and information sharing during Regional Council meetings. This would build upon and continue the discussions from the prior year specifically regarding transit recovery, goods movement, and clean transportation. During the year, SCAG staff invited representatives from agencies leading on these issues to discuss challenges and opportunities for the region with the Regional Council.

TRANSIT RECOVERY AND TECHNOLOGY

In September 2024, the Regional Council meeting featured a panel discussion on how technology and innovation has facilitated the region's transit and rail recovery from the COVID-19 pandemic. Darren Kettle, Chief Executive Officer of Metrolink, shared his agency's efforts to implement operations changes to help optimize rail service (Metrolink Reimagined) and shift from a primarily commuter-oriented service to a more comprehensive regional rail system connecting communities. Key elements of the innovation included pulsed scheduling with more frequent trains, active customer engagement, new infrastructure, and innovative technology. Secondly, Riverside Transit Agency's Chief Executive Officer, Kristin Warsinski, and Planning Director, Jennifer Nguyen, highlighted their agency's efforts to adapt transit in technologically innovative ways to address changing customer needs. Specifically, the GoMicro pilot program brought on-demand microtransit to Hemet/San Jacinto Valley in a more efficient way and at a lower cost than traditional fixed-route service.

GOODS MOVEMENT AND CLEAN TECHNOLOGY

For the April 2025 Regional Council meeting, SCAG staff invited representatives from the private and non-profit sectors to discuss the importance and continued need for the advancement of clean technologies in goods movement systems and infrastructure to meet our regional goals. Joost de Vries, Chief Executive Officer of ZM Trucks, will discuss his company's role as an original equipment manufacturer (OEM) of zero-emission trucks, their new 210,000 square foot facility and new regional headquarters in Fontana, and opportunities for public-private partnerships. Matt Petersen, President and Chief Executive Officer of the Los Angeles Cleantech Incubator, will discuss his organization's extensive work with startups and partnerships with policymakers, innovators, and market leaders in zero-emission transportation, clean energy, and sustainable cities. Jasna Tomić, Vice President at CALSTART (invited), will discuss her organization's role in advancing transportation technologies, fuels, systems, and companies, by providing leadership, connections, and funding to accelerate deployment of emerging technologies. SCAG's Zero Emission Truck

Infrastructure (ZETI) Study was funded in part via CALSTART from a California Energy Commission grant. Under the same grant, CALSTART is leading a statewide effort that seeks to foster community-driven partnerships for technology and corridor development; develop, validate, and accelerate a Megawatt Charging System and demonstrate this technology at pilot sites; and strategically deploy publicly accessible, high-power truck charging along key freight corridors.

Regional Plans and Programs

In addition to the Presidential Priorities panel discussions at the Regional Council, SCAG under the leadership of President Hagman continued to advance on key regional plans and programs involving technology and innovation.

LAST MILE FREIGHT PROGRAM

The Last Mile Freight Program (LMFP) serves as an initial step toward implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin (SCAB), reflecting four of the six SCAG counties (Los Angeles, Orange, Riverside, and San Bernardino). SCAG is currently serving as the implementor of the LMFP in partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC) through a sole source contract totaling \$16.75 million in available funds to award. SCAG is poised to expand LMFP as a sub-recipient of the South Coast Air Quality Management District's Climate Pollution Reduction Grant, which includes \$50 million for rebates for Class 4 and 5 battery electric vehicles. In addition, a future Phase 2 of LMFP will focus on deployment of operational strategies being demonstrated by last mile delivery companies.

ZERO-EMISSION TRUCK INFRASTRUCTURE (ZETI) STUDY

The ZETI Study seeks to develop an understanding of potential zero-emission charging and fueling demand across the SCAG region, leading to a phased blueprint and action plan for a regional network of charging and fueling infrastructure, and to answer key questions about how stations in the region may operate to service different truck markets and business functions. Information on the number, distribution, and characteristics of stations will be quantified to help plan for infrastructure needs and investments. Staff provided the Transportation Committee with preliminary findings in late 2024. The final report and findings will directly support SCAG's upcoming Comprehensive Sustainable Freight Plan as well as the 2028 update to Connect SoCal.

REGIONAL PILOT INITIATIVES

The Regional Pilot Initiatives (RPI) program is focused on demonstrating innovative, next-generation technologies and models of regional significance to guide the region toward a more sustainable and prosperous future. RPI projects build on SCAG studies and plans. The Regional Council approved SCAG's RPI Framework to include four program areas: big data research, accelerating active transportation, mobility hubs, and mobility wallets/universal basic mobility. Additionally, SCAG is partnering with the Housing Authority of the City of Los Angeles (HACLA) to operate an e-bike lending library in Nickerson Gardens in the Watts neighborhood of Los Angeles to support equitable active transportation adoption; and developing a partnership

agreement with Metrolink to implement an open payment pilot along the San Bernardino and Arrowhead rail lines, which will modernize customer payment improvements to expand access and improve regional mobility and support transit recovery. Following the completion of SCAG's Mobility Hub Design and Implementation Guide in March 2025, SCAG is initiating project scoping for the mobility hubs program area through Summer 2025.

SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM REGIONAL PRIORITIES

In March 2025, the Regional Council adopted the federal fiscal year 2026-2027 and 2027-2028 STBG/CMAQ Program Guidelines, establishing the framework for project selection and allocation of STBG and CMAQ funds in the SCAG region. Primary project categories were established to directly align with Connect SoCal 2024 goals and strategies and they outline how SCAG will prioritize projects under the Regional Priorities scoring criteria. The tiers were informed by the 2024-2025 SCAG Presidential Priorities and Objectives. Tier 1 Regional Priorities include clean transportation, resilience of at-risk infrastructure, transit and multimodal integration, transportation demand management, and transportation system management and goods movement. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of impacts on transportation infrastructure from recent wildfire events across the region. Tier 2 Regional Priorities include complete streets, natural lands preservation, and system preservation.

TRANSIT TRANSFORMATION TASK FORCE

To support efforts to encourage more transit ridership, since December 2023, SCAG has been serving on the Transit Transformation Task Force, which is being led by the California State Transportation Agency (CalSTA). The Task Force is charged with developing statewide recommendations to increase transit ridership, improve the transit customer experience, and address long-term operational needs. The Task Force includes 25 members, including representatives from Caltrans, local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Later this year, work will culminate in a report of findings and policy recommendations to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. SCAG is currently helping to shape the recommendations included within this report to reflect the region's needs and priorities. The Task Force's work is aligned with Connect SoCal's vision of a future where transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's vision of more livable and equitable communities.

INNOVATIVE CLEAN TRANSIT STUDY

To support the region in its efforts to transition to zero-emission buses by 2040, SCAG has initiated an Innovative Clean Transit Regional Assessment Study to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans and to assess the readiness

of the region to transition to zero-emission transit fleets. The study will consider existing fleets and supporting infrastructure, identify gaps with the Rollout Plans and explore avenues for improvement and enhancement, explore opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness, and identify potential roles for SCAG to play in facilitating the transition to clean transit, including opportunities for assistance through funding sources administered by SCAG.

THE UNIVERSITY OF CALIFORNIA, IRVINE (UCI) PARTNERSHIP: AUTOMATED INTERSECTION MONITORING FOR ELECTRIC VEHICLES

SCAG partnered with the HORIBA Institute for Mobility and Connectivity (HIMaC) at UCI to study artificial intelligence (AI) and transportation energy efficiency in Irvine. The project utilized 25 traffic intersections equipped with LiDAR sensors to analyze AI's impact on air quality, traffic, and safety. Additionally, three vehicle fleets operating in various modes have been deployed to demonstrate the benefits of AI-powered cooperative driving, with vehicles communicating via infrastructure messages. The data collected was scaled in simulations to assess performance at a county level. The initiative aims to establish a research testbed for cooperative driving automation, supporting the U.S. Department of Energy's mobility energy productivity goals and demonstrating at least a 15% improvement in energy efficiency.

LOS ANGELES CLEANTECH INCUBATOR (LACI) PARTNERSHIP: EVALUATION OF CURB MANAGEMENT AND INTEGRATED STRATEGIES TO CATALYZE MARKET ADOPTION OF ELECTRIC VEHICLES

SCAG partnered with Los Angeles Cleantech Incubator (LACI) to develop and validate open source curb management tools and approaches to increase the total urban area dedicated to zero emission curb zones by 50% or more in three or more locations, while increasing electric vehicle (EV) adoption by 5% or more, increasing mobility energy productivity by 10% or more, and increasing curb utilization by 5% or more when compared to the baseline. Additionally, the effort will produce a blueprint of recommended technical, policy, behavioral incentive, and data-driven curb management strategies for cities and governments. SCAG's specific roles in this project include engaging public interest groups, environmental justice advocates, and community-based organizations to participate in the project's equity and communications committee; leveraging connections made through related SCAG projects and engaging relevant delivery companies, transportation network companies, and other key business stakeholders; and utilizing the Southern California Clean Cities Coalition as a forum to share highlights and exchange learnings throughout the project.

FUTURE COMMUNITIES INITIATIVE

In 2018, SCAG, in partnership with the MSRC, launched the \$2.7 million Future Communities Pilot Program (FCPP) to support city and county agencies in implementing innovative, technology-driven projects aimed at reducing vehicle miles traveled (VMT). The program funded eight local jurisdictions, each selected for their unique approaches to addressing local mobility challenges through enhanced data analytics, smart technologies, and improved municipal efficiency. The portfolio included projects such as fleet telematics, route optimization, and Mobility as a Service

pilots. While the COVID-19 pandemic caused significant delays, all projects and final program activities have now concluded. The pilots demonstrated varying degrees of VMT and greenhouse gas (GHG) reductions and yielded valuable insights into the effectiveness of technology-based strategies. An FCPP Evaluation Summary Report was prepared and approved by the MSRC and SCAG is preparing an expanded summary and final report to help inform future planning and policy development.

SCAG SMART CITIES STRATEGIC PLAN

SCAG is preparing a new Smart Cities Strategic Plan to assess emerging technologies and data integration approaches that can improve transportation, enhance quality of life, and promote sustainable growth across the region. This plan will focus on mobility and transportation, and specifically on the development of a regional EV incentive program framework. The objectives of the Smart Cities Strategic Plan include evaluating emerging technologies, making recommendations for partnerships, policies, and actionable next steps, aligning with SCAG's long-term planning objectives and strategies, and exploring EV incentive programs for future implementation (subject to funding availability).



To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – April 3, 2025

Here are a few items that business and industry leaders have been engaged in which may also be of interest to regional public leaders:

1. **GLUE Council** has been scheduled for March 31 at 10am to 11am via zoom. We will discuss private sector efforts to assist in wildfire recovery for Los Angeles, wildfire insurance as well as LAEDC report on the Economic Benefits of Ports.
2. **Economy.** On March 19, the Federal Reserve met for two days and held interest rates steady for now (at 4.25-4.5%), with possibly two more cuts coming this year, as Trump’s tariff policies weigh on economic growth. Although inflation receded last month, an escalating trade war threatens to hike prices on consumer goods going forward. As of today, Trump declared that his April 1 tariff hikes are likely to be targeted on auto production, pharmaceuticals and Venezuelan oil. But they also will affect Canadian lumber for homebuilding.
3. **Red Flag: CA Jobs at Net Zero.** A new report by the California Center for Jobs & the Economy shows that the state added zero net jobs in January 2025, ranks 32nd in growth, and still trails pre-pandemic employment by 132,400 jobs. Two-thirds of recent job gains came from publicly funded, low-wage caregiving roles. Meanwhile, private-sector industries are shedding workers, tech is contracting, and unemployment remains the second highest in the U.S. Report here: [CA Center for Jobs & the Economy](#)

“To put it more directly, other than in Trade, **California has not grown jobs during the past 4 years of recovery; it has bought them with public funds.** California has not expanded its tax base; it has used that tax base to cover its competitive weakness for private sector jobs. And the jobs California has bought are not the “good-paying” jobs promised in the state’s economic development goals, but are predominantly minimum wage, part-time, and limited term,” said Rob Lapsley, CEO CA Business Roundtable.

4. So Cal Housing Notes from Randall Lewis.

- We are in the middle of prime selling season for housing. So far, the last four weeks have been okay at best. There is a lot of uncertainty about the economy and many people are still turned off by the high interest rates. There is a growing acceptance of interest rates to the 6% – 6 ½% rate, but many people are still hesitant to do anything, because of the interest rates.
- There is a lot of uncertainty and a lack of confidence from homebuilder and apartment developers now. There is tremendous fear of the impact of tariffs in terms of cost and also disrupting the supply chain as well as a concern that customers are getting more nervous about the economy.
- Last week, there was an excellent meeting with the Inland Empire Division of the League of Cities with some homebuilders. There was very good dialogue about the need to work together for process improvements and to seek ways to save time and unnecessary expenses. Some of the city representatives were quite interested in getting more market research information on who actually buys or rents homes and what are the features most desired. The builders have lots of information and if cities would like to access it, they could go through their local BIA chapter or call builders or developers that they know.
- This weekend was quite interesting that there was increased discussion about defense spending in the United States, as well as abroad, as the United States tries to modernize its air force and, of course, the President wants to rapidly increase US ship building capabilities. Across the globe, countries in Europe and other places are going to be devoting more resources to defense. It's not clear what this means for our local cities, but it may indicate that even more dollars will be allocated away from social services and will go to defense spending. It also means that there may be winners and losers as the defense budget goes up and Southern California cities need to see if they can take advantage of this defense spending.
- Most economists now think we will have some economic slowdowns and that there is a decent chance there will be a mild recession. Cities need to think of the impact in terms of sales tax revenue and other sources of revenue, because the economic slowdown will hurt a lot of local budgets.
- Southern California builders reconsider projects ahead of new tariffs: <https://www.ocregister.com/2025/03/22/southern-california-builders-consider-halting-projects-ahead-of-new-tariffs/>

5. Commercial Real Estate Investors Are Nervous. Here are some interesting findings from John Burns Research and Consulting that city leaders should keep track in future budget planning at the local level:

- For the first time in our survey, commercial real estate (CRE) investor optimism softened quarter over quarter (QOQ) amid expectations for higher-for-longer rates and policy uncertainty.
- Overall market conditions declined or remained flat QOQ in every sector except Office. Investors remain most bullish on the Multifamily and Industrial sectors, though investor sentiment in both sectors is worsening for the first time in our survey.
- 42% of all CRE investors cite interest rates / access to capital as the biggest obstacle to their sector in 2025, followed by inflation / rising operating costs. Many investors also noted concerns regarding shifts in trade policy, federal employment, and immigration.

The [Burns + CRE Daily Fear and Greed Index](#), created in collaboration with [CRE Daily](#), reflects sentiment across CRE sectors, including multifamily, industrial, retail, and office. This survey provides insight into whether values and development will likely increase or decrease and is one of the factors we consider when forecasting multifamily construction.

The 1Q25 survey findings are here: [Download the chartbook.](#)