



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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T: (213) 236-1800
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MEETING NO. 661

REGIONAL COUNCIL

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

Thursday, January 4, 2024

12:00 p.m. – 2:00 p.m.

To Attend In-Person:

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

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

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To Attend by Computer: Click the following link: <https://scag.zoom.us/j/249187052>. 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.

To 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: 249 187 052**, 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

Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, January 3, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, January 3, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **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.
3. **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.

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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.

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TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Valerie Amezcua City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803</p>	<p>Elizabeth Becerra City of Victorville - City Hall 14343 Civic Drive, Conference Room Victorville, CA 92392</p>
<p>Drew Boyles City of El Segundo - City Hall 350 Main Street Council Chambers El Segundo, CA 90245</p>	<p>Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Rick Denison Yucca Valley Town Hall 57090 Twentynine Palms Hwy Yucca Valley, CA 92284</p>
<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p>	<p>Lucy Dunn 3065 BrownBirds Nest Drive Henderson, NV 89065</p>	<p>Keith Eich 4821 Daleridge Road La Canada Flintridge, CA 91011</p>
<p>Margaret E. Finlay 2221 Rim Road Duarte, CA 91008</p>	<p>Claudia Frometa City of Downey - City Hall 11111 Brookshire Avenue Council Conference Room Downey, CA 90241</p>	<p>Mark E. Henderson SBCCOG, Environmental Services Center 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>
<p>Joe Kalmick City of Seal Beach - City Hall 211 8th Street Council Chambers Seal Beach, CA 90740</p>	<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Kathleen Kelly City of Palm Desert - City Hall 73-510 Fred Waring Drive Council Chamber Conference Room Palm Desert, CA 92260</p>
<p>Tammy Kim Irvine Civic Center 1 Civic Center Plaza Irvine, CA 92623</p>	<p>Linda Krupa City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543</p>	<p>Carlos A. Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805</p>
<p>Patricia Lock Dawson City of Riverside - City hall 3900 Main Street, 7th Floor Conference Room Riverside, CA 92522</p>	<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009</p>	<p>Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>



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<p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Steve Manos City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>	<p>Casey McKeon Heslin Holdings 23421 South Pointe Drive, Ste. 270 Laguna Hills, CA 92653</p>
<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>	<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>
<p>Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue Suite 104 El Centro, CA 92243</p>	<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>	<p>Suely Saro City of Long Beach - City Hall 400 W Ocean Blvd, 11th Floor Long Beach, CA 90802</p>
<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Mayor's Office, 3rd Floor Temecula CA, 92590</p>	<p>David J. Shapiro City of Calabasas – City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p>Marty Simonoff City of Brea - City Hall 1 Civic Center Circle Management Services Room Brea, CA 92821</p>
<p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street, Room 856 Los Angeles, CA 90012</p>	<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>	<p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>
<p>Jeff Wood Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>		

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



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- 82. Hon. Alan Wapner**
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- 83. Hon. Jeff Wood**
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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, January 4, 2024
12:00 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 Art Brown, 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

ACTION ITEMS

1. REAP 2.0 - Regional Utilities Supporting Housing (RUSH) Funding Awards PPG. 10
(Ma’Ayn Johnson, Department Manager, SCAG; Jessica Reyes Juarez, Associate Regional Planner, SCAG)

RECOMMENDED ACTION:

That the Regional Council: 1) approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in this report; and 2) Authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – November 2, 2023 PPG. 28
3. Amendments to the Regional Council Policy Manual PPG. 42
4. Guidelines for 2024 Go Human Community Streets Grant Program PPG. 57
5. RHNA Reform - Legislative Action PPG. 74



6. 2024 State & Federal Legislative Platform PPG. 87

Receive and File

7. January 2024 State and Federal Legislative Update PPG. 118

8. REAP 1.0 Biannual Program Update PPG. 121

9. Fiscal Year (FY) 2022-2023 External Financial Audit PPG. 133

10. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 140

11. CFO Monthly Report PPG. 149

INFORMATION ITEM

12. Presidential Priorities Panel: Clean Transportation Technology PPG. 151
(Kome Ajise, Executive Director)

Additional Presenters

- ***Stephen Collins, Senior Manager for Strategic Planning of Southern California Edison (SCE)***, will discuss Edison's report on the future energy landscape required to achieve California's 2045 net-zero emissions goal.
- ***Carrie Schindler, Deputy Executive Director of the San Bernardino County Transportation Authority (SBCTA)***, will discuss her agency's efforts leading the clean energy transition.
- ***Angelina Galiteva, Chief Executive Officer of the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES)***, will discuss the California hydrogen hub initiative, an integral component of the state's clean energy strategy.

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Art Brown, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



**AGENDA ITEM 1
REPORT**

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Ma'Ayn Johnson, Department Manager
(213) 236-1975, johnson@scag.ca.gov

Subject: REAP 2.0 - Regional Utilities Supporting Housing (RUSH) Funding Awards

RECOMMENDED ACTION FOR CEHD:

Recommend that the Regional Council approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in this report.

RECOMMENDED ACTION FOR RC:

That the Regional Council: 1) approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in this report; and 2) Authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

This report requests that the Community, Economic and Human Development Committee (CEHD) and Regional Council approve the funding award recommendations for the Regional Utilities Supporting Housing (RUSH) Pilot Program. On November 3, 2022, the Regional Council approved the RUSH Pilot Program as one of the three funding areas in the Programs to Accelerate Transformative Housing (PATH) program, which is part of the SCAG REAP 2.0 Program Framework. The Call for Applications was authorized by the Regional Council on March 2, 2023, and made \$35,000,000 available for projects meeting the REAP 2.0 and PATH program guidelines and accelerating infill development of affordable housing through investments in non-transportation utility infrastructure planning and capital improvements.

Following the Regional Council's approval of the updated PATH Program Guidelines on September 7, 2023, the Call for Applications for RUSH was announced on September 11, 2023, and closed on November 6, 2023. In total, 18 applications were received. Of these, 17 applications were deemed eligible for program funding and were evaluated by the selection panel consisting of SCAG staff using the scoring methodology provided in the RUSH Funding Application and in accordance with the adopted REAP 2.0 PATH Program Guidelines.

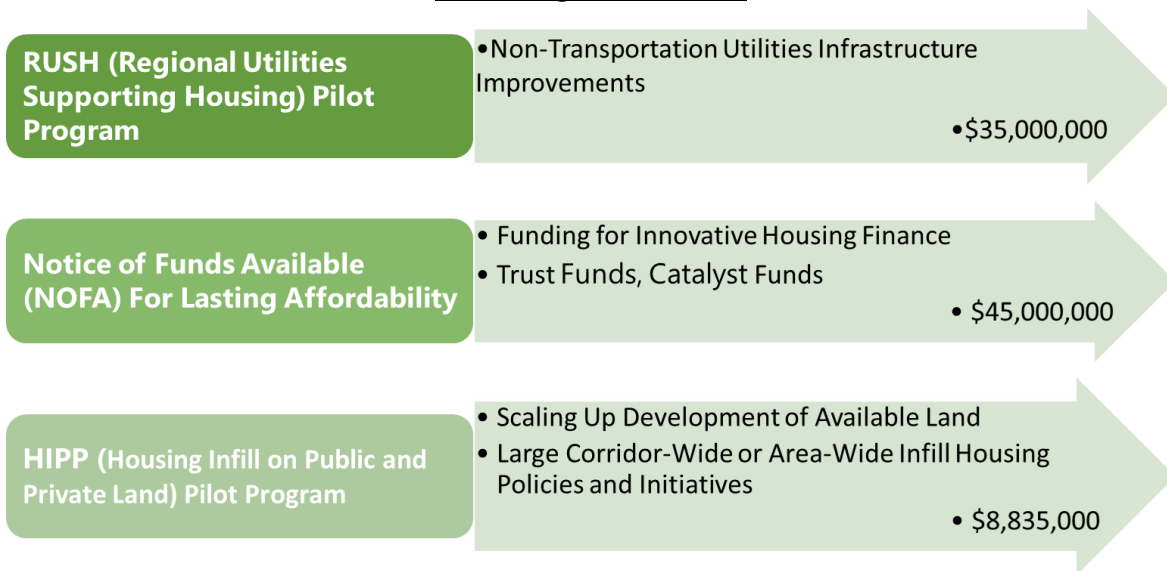
BACKGROUND:

On July 7, 2022, the SCAG Regional Council approved SCAG's Regional Early Action Planning Grants of 2021 (REAP 2.0) Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. SCAG's REAP 2.0 Program Development Framework combines coordinated and transformative housing development and finance, land use and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. RUSH is one of the three funding areas in the PATH program, which realizes the Housing Supportive Infrastructure program included in the Framework and the Key Connection that bears the same name in the adopted 2020 Connect SoCal Plan. Through its three funding areas, the PATH program creates the foundational conditions for housing to be realized at scale across the Southern California region.

The RUSH Pilot Program, one of the three funding areas in the PATH program, aligns with the State's REAP 2.0 Program Objectives which are to:

- Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
- Affirmatively Further Fair Housing; and
- Reduce Vehicle Miles Traveled

PATH Program Structure



REGIONAL UTILITIES SUPPORTING HOUSING (RUSH):

The \$35M competitive grant program is focused on utility infrastructure planning and capital improvements that will support jurisdictions in meeting the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2.0 Program Goals and Objectives. Of the \$35M, the program allocated \$30M to the capital projects category, with a maximum award of up to \$10M per applicant, and the goal to fund at least three (3) projects in the region. The remaining \$5M was allocated to the planning projects category, with maximum awards between \$800K- \$1M, and the goal of funding at least six (6) projects in the region.

Eligible Applicants included Cities, Counties, Tribal Governments, and Public Agencies with a role in housing production within the SCAG Region.

CALL FOR APPLICATIONS

The Call for Applications was open September 11, 2023, through November 6, 2023. The Call was announced in the SCAG housing newsletter, by a direct eblast to all members of the SCAG housing interest list, and via email to SCAG-region Public Works Directors, City Managers, Council of Governments, Planning Directors, and Tribal Governments. The application, guidelines, and resources were made available on the SCAG REAP 2.0 website (www.scag.ca.gov/reap2021). On October 4, SCAG hosted two public information sessions on the RUSH Program Application (one for capital projects and one for planning projects), and the presentation and questions and answer session were made available for viewing on the REAP 2.0 webpage.

Following the close of the Call, all applications received on time were reviewed for completeness. In total, 18 applications requesting \$68,336,986 in funding were received. Of these, six applications were received for the planning category with a funding request of \$3,301,000, and 12 were received in the capital projects category for a funding request of \$65,035,986. One application from the planning category was determined to be ineligible.

The remaining 17 applications were determined eligible and complete and were evaluated individually for funding by a selection panel consisting of internal SCAG staff using the evaluation criteria presented below and the scoring rubrics approved by the Regional Council on March 3, 2023, and included in the funding application.

RUSH Evaluation Criteria

Evaluation Criteria		% of Total
1	Lead to a Transformative Significant Beneficial Impact	45%
1.1	Accelerate Infill Development that facilitates Housing supply, Choice, and Affordability	15%
1.2	Affirmatively Further Fair Housing (AFFH)	15%
1.3	Reduce Vehicle Miles Travelled	15%
2	Equitable Targeted Outreach	10%
2.1	Engagement with Disadvantaged and Historically Underserved Communities	5%
2.2	Inclusive, Diverse & Equitable Engagement	5%
3	Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness	25%
3.1	Local Policy Commitment	5%
3.2	Partnerships or Financial Match	5%
3.3	Ability to Complete the Project and Cost Effectiveness	15%
4	Prioritize Disadvantaged Communities	10%
4.1	Disadvantaged and Historically Underserved Priority Populations	5%
4.2	Addressing Historic/Current Inequities & Priority Population Benefit	5%
5	Contributes to Regional Transformative Change	10%
5.1	Transformative Approaches to Scale Housing Supply	5%
5.2	Regional Impact and Applicability	5%
	Total	100%

To determine the score for each application, the evaluation panel assessed the responses that were provided for each criterion using the scoring rubrics in the funding application. As an illustrative example, the scoring rubric used to evaluate Criterion One, “Lead to Transformative Significant

Beneficial Impact,” is provided below. To assist applicants with this set of questions, the application included the definition for Transformative Significant Beneficial Impact.

Scoring Rubric for Criterion One

Points	Description
5	Exceptional - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are high.
4	Strong - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are moderate.
3	Suitable – directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
2	Limited – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are low.
1	Weak – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
0	Disqualified – does not meet the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal, and transformative and Significant Beneficial impacts are negligible.

TECHNICAL SUPPORT AND COMMUNITY ENGAGEMENT

Following the announcement and while the Call remained open, Staff hosted office hours with interested agencies and organizations. There was no limit in how many office hour meetings could be requested. In total, more than 50 individual meetings were held with 40 individual jurisdictions, and public agencies, including three Tribal Governments. The engagement and technical support provided during the Call for Applications was the continuation of the extensive and inclusive stakeholder engagement conducted in developing the PATH Program and its three funding areas.

Following on the 2021 engagement informing the REAP 2.0 Framework, in May 2022 staff began meeting with subregional partners, representatives from cities and counties, community-based organizations, housing and land trusts, housing authorities, Tribal Governments, and other entities and agencies. These entities were identified because they have been involved in developing land for housing, managing affordable housing programs, and supporting disadvantaged communities, communities that have historically been underserved, and community members living in areas of segregation and high concentrations of poverty across the region. The purpose of these meetings was to identify needs for housing support and to inform the development of the PATH program.

RUSH FUNDING AWARD RECOMMENDATION

The following 12 applications are recommended for funding through the \$35,000,000 RUSH Call for Applications. The recommendation funds the applications receiving the highest scores and awards \$2,701,000 in the planning category and \$32,299,000 in the capital category. Section 2.6 of the REAP 2.0 PATH Guidelines allows for funds to shift between program categories if a program is undersubscribed. Given that the planning category was undersubscribed by approximately \$2.3M, those resources were shifted to the capital project category. The complete list of applications received has been provided in Attachment 1.

**RUSH Funding Recommendation
Planning Projects**

Applicant	Project	Request	Placement	Recommendation
City of Santa Fe Springs	New Downtown Residential Infrastructure Study and Plans	\$800,000.00	1	\$800,000.00
City of Upland	City of Upland Affordable Housing Utilities Planning	\$303,500.00	2	\$303,500.00
City of Desert Hot Springs	Downtown and Palm Dr. Corridor Infill Development Sewer Area Study	\$500,000.00	3	\$500,000.00
County of Riverside	Cabazon Infrastructure Plan	\$997,500.00	4	\$997,500.00
City of Torrance	Torrance Housing Corridor Utility Infrastructure Study	\$100,000.00	5	\$100,000.00
Total Planning Projects Award				\$2,701,000.00

Capital Projects

Applicant	Project	Request	Placement	Recommendation
Housing Authority of the City of Los Angeles	One San Pedro Redevelopment Infrastructure	\$4,000,000.00	1	\$4,000,000.00



San Bernardino County (Bloomington)	Bloomington Sewer Extension	\$6,508,000.00	2	\$6,508,000.00
City of Calipatria	City of Calipatria Delta Street Pump Station	\$1,500,000.00	3	\$1,500,000.00
City of Rialto	Water Supply Well City 3A for Regional Housing Project	\$2,500,000.00	4	\$2,500,000.00
Soboba Band of Luiseño Indians	Stormwater Drainage Project	\$6,108,797.00	5	\$6,108,797.00
City of Palm Desert	Flood Control Infrastructure for Housing Need	\$8,000,000.00	5	\$8,000,000.00
Los Angeles Department of Water and Power (LADWP)	Project Powerhouse – Supporting Affordable Housing Development in the City of Los Angeles	\$10,000,000.00	7	\$3,682,203.00
Total Capital Projects Award				\$32,299,000.00

Of the applications evaluated by the selection panel, the recommended applications demonstrated with most certainty how the proposed actions met (1) the REAP 2.0 Program Objectives and SCAG Key Priorities, and (2) would provide Transformative and Significant Beneficial impacts through investments in utility infrastructure planning and capital projects that will accelerate infill development facilitating housing supply, choice and affordability, affirmatively furthering fair housing, and resulting in per capita vehicle miles traveled reductions.

The awards recommended represent a range of investments in utility infrastructure planning and capital projects that support housing planning efforts and accelerate infill development. These investments also support residents by realizing multimodal communities, shifting travel behavior by reducing driving, and increasing transit ridership, and demonstrating the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives. This is accomplished by establishing and supporting the non-transportation utilities necessary for accelerating housing supply, choice, and affordability, affirmatively furthering fair housing, and thereby reducing VMT in a significant and quantifiable manner.

PROJECT SUMMARIES

A summary for each of the recommended projects follows, organized by RUSH project category and county.

Planning Projects

LOS ANGELES COUNTY

- **City of Santa Fe Springs. New Downtown Residential Infrastructure Study and Plans** (\$800,000) This project will complete construction plans for public utility and green infrastructure along Telegraph Road in the City of Santa Fe Springs. The project area of 98.7 acres that was recently rezoned from industrial to mixed-use and in need of increased utility capacity to meet the needs of higher density residential. The utility plans will include water, electrical, sewer, storm drains, and broadband. New housing will be supported by green infrastructure that will include street tree canopy, permeable surfaces, and bioswales to capture and redirect rainwater before entering storm drains. This project will allow the continuation of low-and moderate-income residential projects in an area that can accommodate nearly 1,600 new housing units.
- **City of Torrance. Torrance Housing Corridor Utility Infrastructure Study** (\$100,000) This project will identify green and sustainable utility infrastructure to support new housing development within the City's existing Housing Corridor Overlay (HCO). The HCO, approved in 2023 for the City's 6th Cycle Housing Element, allows housing and mixed-use development at a variety of income levels to be permitted by right in seen areas throughout the city. The study will result in identification of existing infrastructure within in HCO and recommendations on essential improvements and green design for developers, assisting in the accuracy and efficiency of developers' ability to design and plan for infill development in the HCO.

RIVERSIDE COUNTY

- **City of Desert Hot Springs. Downtown and Palm Dr. Corridor Infill Development Sewer Area Study** (\$500,000) This project will conduct a sewer area study for the Downtown area and Palm Drive to support new infill development of local affordable housing while promoting connectivity and sustainability. The study's boundaries include newly-zone mixed use and high density residential vacant land, as well as the Green Day Village project which was recently approved for a 608-unit multi-family housing development. The sewer area study will be conducted in conjunction with the Mission Springs Water District 's new regional water reclamation facility in Desert Hot Springs which is expected to be completed in 2024.

- **County of Riverside. Cabazon Infrastructure Plan** (\$997,500) This project will produce an Infrastructure Plan for Cabazon, an unincorporated community and job center along the Pass Region in Riverside County. The infrastructure assessment will coordinate the expansion of utility infrastructure necessary (electrical, water, sewer and broadband) to meet the community's Mixed-Use Area (MUA) land use policy, which accommodates up to 1,484 housing units of high-density residential development in the community. The project supports the County's efforts to create a vibrant, resilient community with housing options for those employed in the area.

SAN BERNARDINO COUNTY

- **City of Upland. City of Upland Affordable Housing Utilities Planning** (\$303,500) This project will produce both the design and engineering plans for two utility projects needed for the development of 174 affordable housing units constructed on two vacant parcels in Historic Downtown Upland. The first utility project will develop designs to construct a storm drain to capture the anticipated runoff from the future affordable housing sites. Resilience elements, such as permeable pavers, underground stormwater chambers, and bioswales will be incorporated into the plan. The second utility project will relocate overhead electrical transmission lines located on the two sites proposed for affordable housing development to advance resilience by minimizing damage from high winds and storms and reducing exposure of electrical infrastructure to dangerous weather conditions.

Capital Projects

IMPERIAL COUNTY

- **City of Calipatria. City of Calipatria Delta Street Pump Station** (\$1,500,000) This project will design and construct necessary repairs to the Delta Street Pump Station to promote existing and future affordable residential development in the Calipatria Eastside Specific Plan, an area with vacant lands that can accommodate up to 736 units. Improvements include the installation of an updated electrical control system, new blower system to remove corrosive gases, upgraded centrifugal pumps, and rehabilitation of the wet well concrete and steel support members. This project will boost needed infill housing development in an area in Imperial County that is expected to see a major boost in job growth.

LOS ANGELES COUNTY

- **Housing Authority of the City of Los Angeles. One San Pedro Redevelopment Infrastructure** (\$4,000,000) This project will expand the electrical capacity as the first stage of the One San Pedro Specific Plan site and 327 Harbor Site. The development will replace 478 units of low-density housing and a vacant site with over 1,500 units of new, accessible, and higher density

mixed income housing in this transit-oriented location. The project will fund the initial phase of essential electrical work, which must be installed before the remaining infrastructure work is completed and absorbed at the project level. Current utility capacity prevents the low-density site from being redeveloped into the higher density, One San Pedro community.

- **Los Angeles Department of Water and Power (LADWP). Project Powerhouse. Supporting Affordable Housing Development in the City of Los Angeles** (\$3,682,203) This project will provide assistance to approximately (14) 100% affordable or supportive housing projects and build out public right of way utility infrastructure that is needed to provide reliable electricity to these facilities. The project has three objectives: (1) Eliminate costs for routing power to the selected development projects (2) expedite the determination of power needs for 100% affordable housing developers through up-front coordination with a developers' architects; and (3) significantly shorten the time frames for LADWP approvals of a development's on-site electric service plans. The project was created in response to Mayor Karen Bass' Executive Directive to expedite and remove obstacles for developers of affordable housing and shelters.

RIVERSIDE COUNTY

- **Soboba Luiseño Indian Tribe. Stormwater Drainage Project.** (\$6,108,797) This project will construct a storm water collection system to collect runoff resulting from rain flow from the foothills of the Soboba Indian Reservation. Catastrophic flood events have impacted existing homes and stopped future home development from continuing in the area. By constructing a stormwater collection system, substantial flood waters will be diverted from open space, vacant land and existing homes and channeled into the natural flows of Poppet Creek; allowing vacant land to be developed for future housing.
- **City of Palm Desert. Flood Control Infrastructure for Housing Need** (\$8,000,000) This project will expand the City's utility capacity to mitigate future severe flooding impacting future and existing housing developments along the I-10 corridor in an area that has faced recent flood disasters. The project will ensure the City is able to facilitate current, ongoing and future affordable housing along the corridor and will support 3,386 units currently approved and 1,663 units under review.

SAN BERNARDINO COUNTY

- **San Bernardino County. Bloomington Sewer Extension** (\$6,508,000) This project will extend the existing sewer infrastructure within the Bloomington community to support capacity for recently upzoned areas for existing and future housing developments. Bloomington is the county's most populated unincorporated community, with minimal active service connections and several parcels not currently supported by Bloomington's sanitation district. The project

includes the design and installation of sewer mainline, manholes, and sewer tie-ins. This Project will create reliable sewer infrastructure to support the housing policies of San Bernadino County, prioritized in their County Policy Plan and Housing Element.

- **City of Rialto. Water Supply Well City 3A for Regional Housing Project** (\$2,500,000) This project will equip an existing unused water well with a water treatment system to provide an additional local source of water for the entire City Water Service Area to support infill housing development and provide the community with resilience to drought and climate change impacts. The Project will pump treated water into an existing water distribution pipeline and provide water to the entire Rialto Water Service Area, including 4,994 newly zoned housing units identified in Rialto’s 6th Cycle Housing Element. The Project will also provide resilience to the impacts of climate change, including drought, and reduce greenhouse gas (GHG) emissions by producing water locally.

FISCAL IMPACT:

Work associated with this item is included in the FY 2023-24 Overall Work Program (305.4925.01 - REAP 2.0 Programs to Accelerate Transformative Housing (PATH)).

ATTACHMENT(S):

1. Ranking
2. PowerPoint Presentation - RUSH Proposed Funding Recommendation

Attachment 1: RUSH Application Rankings

PLANNING PROJECTS, Eligible Applications, Recommended Applications Shaded in Blue

County	Applicant	Project Title	Request	Placement	Recommendation
Imperial	--	--	--	--	--
Los Angeles	City of Santa Fe Springs	New Downtown Residential Infrastructure Study and Plans	\$800,000	1	\$800,000
	City of Torrance	Torrance Housing Corridor Utility Infrastructure Study	\$100,000	5	\$100,000
Orange	--	--	--	--	--
Riverside	City of Desert Hot Springs	Downtown and Palm Dr. Corridor Infill Development Sewer Area Study	\$500,000	3	\$500,000
	County of Riverside	Cabazon Infrastructure Plan	\$997,500	4	\$997,500
San Bernardino	City of Upland	City of Upland Affordable Housing Utilities Planning	\$303,500	2	\$303,500
Ventura	--	--	--	--	--

PLANNING PROJECTS, Applications Not Considered

County	Status	Applicant	Proposed Project	Request
San Bernardino	Not Eligible	Town of Apple Valley	North Apple Valley Specific Plan	\$600,000
Total	1			\$600,000

Attachment: Ranking (REAP 2.0 - Regional Utilities Supporting Housing (RUSH) Funding Awards)

CAPITAL PROJECTS, Eligible Applications, Recommended Applications Shaded in Green

County	Applicant	Project Title	Request	Placement	Recommendation
Imperial	City of Calipatria	Delta Street Pump Station	\$1,500,000	3	\$1,500,000
Los Angeles	Housing Authority of the City of Los Angeles	One San Pedro Redevelopment Infrastructure	\$4,000,000	1	\$4,000,000
	Los Angeles Department of Water and Power (LADWP)	Project Powerhouse – Supporting Affordable Housing Development in the City of Los Angeles	\$10,000,000	7	\$3,682,203
	City of Lakewood	Lakewood RUSH Sewer Upgrade Project	\$6,808,689	10	
	City of Norwalk	The Walk	\$10,000,000	11	
Orange	--	--	--	--	--
Riverside	Soboba Band of Luiseño Indians	Stormwater Drainage Project	\$6,108,797	5	\$6,108,797
	City of Palm Desert	Flood Control Infrastructure for Housing Need	\$8,000,000	5	\$8,000,000
	City of Moreno Valley - Moreno Valley Electric Utility	Nason Street Loop Tie for Aquabella Urban Center	\$1,135,000	9	
San Bernardino	San Bernardino County (Bloomington)	Bloomington Sewer Extension	\$6,508,000	2	\$6,508,000
	City of Rialto	Water Supply Well City 3A for Regional Housing Project	\$2,500,000	4	\$2,500,000
	City of Fontana	Downtown Spring St. Improvements - Electric Utilities Undergrounding and Sewer Main Installation	\$6,275,500	8	
	City of Adelanto	Wastewater treatment Plant Optimization	\$2,200,000	12	
Ventura	--	--	--	--	--

Attachment: Ranking (REAP 2.0 - Regional Utilities Supporting Housing (RUSH) Funding Awards)



Regional Utilities Supporting Housing (RUSH) Funding Recommendation

REAP 2.0 - PATH Program

January 4, 2024

Ma'Ayn Johnson, Department Manager, Housing
Jessica Reyes Juarez, Associate Regional Planner

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1

RUSH Funding Recommendations

Recommendation

For CEHD:

- Recommend that the Regional Council approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in this report.

For Regional Council:

- That the Regional Council: 1) approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in this report; and 2) Authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program.

2

PATH Program (Programs to Accelerate Transformative Housing)

\$88,835,000

RUSH (Regional Utilities Supporting Housing) Pilot Program

• Non-Transportation Utilities Infrastructure Improvements
• \$35,000,000

Notice of Funds Available (NOFA) For Lasting Affordability

• Funding for Innovative Housing Finance
• Trust Funds, Catalyst Funds
• \$45,000,000

HIPP (Housing Infill on Public and Private Land) Pilot Program

• Scaling Up Development of Available Land
• Large Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives
• \$8,835,000

\$35,000,000

RUSH Program Eligibility

Eligible Applicants

- SCAG Counties or Cities
- Tribal Governments (within the SCAG Region)
- Public Agencies with role in housing production (within the SCAG Region).

- Investments in utility infrastructure planning and capital improvements that:
 - **Support housing production** goals, increase capacity for a sizable number of housing units and address housing affordability
 - **Embed resilience and adaptation** (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

RUSH Project Categories

Infrastructure Planning:

- \$5 Million
- Maximum awards between \$800,000-\$1 million
- Plans, programs and green infrastructure plans that support increased utility capacity in areas designated for residential development in Housing Elements

Capital Projects:

- \$30 Million
- Maximum award of \$10 million.
- Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems and enable continued infill

RUSH - *Projects Review*

Infrastructure Planning:

6 Applications Received
↓
1 Ineligible
↓
5 Applications Evaluated
↓
5 Recommended
\$2,701,000 Total Funding

Capital Projects:

12 Applications Received
↓
0 Ineligible
↓
12 Applications Evaluated
↓
7 Recommended
\$32,299,000 Total Funding

\$35,000,000

Types of Projects Recommended

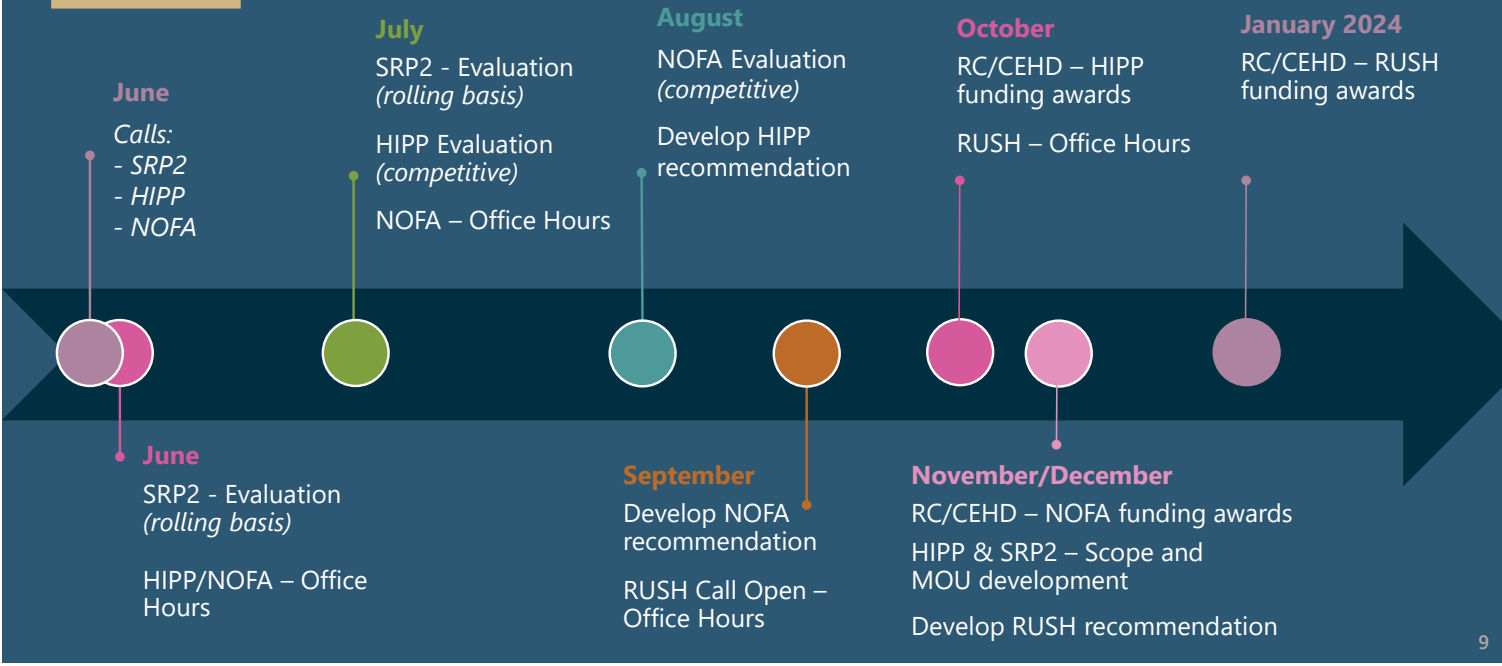
Infrastructure Planning (\$2,701,000)	
- Infrastructure Studies/Plans	- City of Desert Hot Springs - County of Riverside (Cabazon) - City of Torrance
- Utility Design Drawings	- City of Santa Fe Springs - City of Upland

Capital Projects (\$32,299,000)	
- Electric	- Housing Authority of the City of Los Angeles (HACLA) - Los Angeles Department of Water and Power (LADWP)
- Water Supply	- City of Rialto
- Sewer/Wastewater	- San Bernardino County (Bloomington) - City of Calipatria
- Stormwater/Flood Control	- Soboba Band of Luiseño Indians - City of Palm Desert

Recommendation

Applicant	Project	Request	Placement	Recommendation	Project Ty
City of Santa Fe Springs	New Downtown Residential Infrastructure Study and Plans	\$800,000	1	\$800,000	Planning
City of Upland	City of Upland Affordable Housing Utilities Planning	\$303,500	2	\$303,500	Planning
City of Desert Hot Springs	Downtown and Palm Dr. Corridor Infill Development Sewer Area Study	\$500,000	3	\$500,000	Planning
County of Riverside	Cabazon Infrastructure Plan	\$997,500	4	\$997,500	Planning
City of Torrance	Torrance Housing Corridor Utility Infrastructure Study	\$100,000	5	\$100,000	Planning
Housing Authority of the City of Los Angeles	One San Pedro Redevelopment Infrastructure	\$4,000,000	1	\$4,000,000	Capital
San Bernardino County (Bloomington)	Bloomington Sewer Extension	\$6,508,000	2	\$6,508,000	Capital
City of Calipatria	City of Calipatria Delta Street Pump Station	\$1,500,000	3	\$1,500,000	Capital
City of Rialto	Water Supply Well City 3A for Regional Housing Project	\$2,500,000	4	\$2,500,000	Capital
Soboba Band of Luiseño Indians	Stormwater Drainage Project	\$6,108,797	5	\$6,108,797	Capital
City of Palm Desert	Flood Control Infrastructure for Housing Need	\$8,000,000	5	\$8,000,000	Capital
Los Angeles Department of Water and Power (LADWP)	Project Powerhouse	\$10,000,000	7	\$3,682,203	Capital

PATH/SRP 2.0 Milestones



THANK YOU!

For more information, please visit:

www.scag.ca.gov/reap2021



NO. 660
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, NOVEMBER 2, 2023

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

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

Members Present

Hon. Art Brown, President

Hon. Cindy Allen, 2nd Vice President

Hon. Jan Harnik, Imm. Past President

Supervisor Luis Plancarte

Supervisor Don Wagner

Supervisor Karen Spiegel

Supervisor Vianey Lopez

Hon. Maria Nava-Froelich

Hon. Brian Goodell

Hon. Alan Wapner

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Clint Lorimore

Hon. Zak Schwank

Hon. Deborah Robertson

Hon. L. Dennis Michael

Hon. Ray Marquez

Hon. Wendy Bucknum

Hon. Tammy Kim

Hon. Lauren Kleiman

Buena Park

Long Beach

Palm Desert

Hemet

Eastvale

Temecula

Rialto

Rancho Cucamonga

Chino Hills

Mission Viejo

Irvine

Newport Beach

District 21

District 30

RCTC

Imperial County

Orange County

Riverside County

Ventura County

ICTC

OCTA

SBCTA

TCA

VCTC

District 2

District 3

District 4

District 5

District 8

District 9

District 10

District 13

District 14

District 15



Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
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. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
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. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Larry McCallon	<i>Highland</i>	Air District Representative
Ms. Lucy Dunn		Business Representative

Members Not Present

Supervisor Curt Hagman, 1st Vice President

- Supervisor Kathryn Barger
- Supervisor Hilda Solis
- Hon. Gil Rebolgar
- Hon. Frank Navarro
- Hon. Damon L. Alexander
- Hon. Rick Denison
- Hon. John Gabbard

Members Not Present

- Brawley
- Colton
- San Bernardino
- Yucca Valley
- Dana Point

Members Not Present

San Bernardino County

- Los Angeles County
- Los Angeles County
- District 1
- District 6
- District 7
- District 11
- District 12



Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. 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. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

Kome Ajise, Executive Director
Debbie Dillon, Chief Strategy 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
Ruben Duran, Board Counsel
Jeffery Elder, Acting Chief Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Brown called the meeting to order at 12:02 p.m. and asked Regional Council Member Tim Sandoval, Pomona, District 38, to lead the Pledge of Allegiance.

He also reminded the members that if a member of this body was attending remotely but not at a location specified on the agenda, they could observe but not participate in any discussion or voting of this body.

PRESENTATION

President Brown welcomed Mayor Karen Bass to provide an update for the City of Los Angeles.

Mayor Bass thanked SCAG for the invitation and shared that in about 40 days it would be a year since she became Mayor and that it had definitely been an exciting time. She explained that she left congress and came here because of the emergency they were facing in Los Angeles, which was the unhoused population. She noted that in Los Angeles alone there was 46,000 unhoused and on day one she went to the emergency management department and put the city in a state of emergency because she believed it was an emergency to have that many people on the street. She shared that they lost 2,000 Angelinos last year who died from a variety of reasons and the majority were probably due to overdoses. She noted that by putting the city in a state of emergency it gave her additional powers to fast-track building to do procurement. She explained that they started a program called Inside Safe in which they were moving people directly from tents into housing and had community-based organizations to manage the people once they were in the motels. She explained that they created an outreach team and trained them to meet with people in the tents. She also shared that she did executive directives to fast-track building, because they all knew that they needed to address this problem in a comprehensive manner by helping to prevent people from falling on the streets and to get them off the streets as soon as possible into permanent supportive of housing. She explained that she has faced several challenges around moving from interim to permanent housing, especially in areas where housing and urban development requires one to show income. She indicated this was difficult for people living in tents who had no income or government issued identifications. She noted that it took months to address the issue of presumptive eligibility and finally got HUD to issue waivers. She indicated that they had a lot of other problems like this that they needed to resolve. She also expressed that she believed that they were a strong region and thought that they needed to mobilize at the local, state, and federal level to demonstrate their power in the same way that SCAG does. She also shared that she has tried to pay a lot of attention to collaboration and has tried to build up collaboration between the county supervisors and the mayors in the 88 cities in Los Angeles County, which has worked well for them. She emphasized that it has been a very exciting year in terms of the homelessness issue but that they were also dealing with other issues like public safety, climate, and labor. She expressed that she was excited to reach her one-year mark and was really looking forward to

building more relationships with SCAG. She also thanked SCAG for the grants they received which will help them continue to move forward with their goals. Lastly, she briefly touched upon the Olympics and World Cup and stated that one of the reasons Los Angeles was chosen was because there were already stadiums in place. She stated why couldn't they use all of their power and influence to address some of their problems before the world comes here. She expressed that she was hoping that she could galvanize some of the energy and synergy for those major events to help them address their problems.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, shared that the city of Mission Viejo had Olympic history and she welcome any opportunity to partner with her in this regard. She shared that Mission Viejo Mayor Brian Goodell happened to be a two-time gold medalist in swimming and was someone she could lean on for support and welcomed the collaboration.

Regional Council Member Jose Luis Solache, Lynwood, District 26, thanked Mayor Bass for being at the meeting. He indicated that SCAG represents a large part of Southern California, and they definitely heard her ask about being a regional leader and being a voice at the State and Federal level. He shared that he was on the Legislative/Communications and Membership Committee and that they did good work to make sure that SCAG, Los Angeles County and the other counties have representation and resources. He asked Mayor Bass to use SCAG as a resource to partner with her in her efforts to transform Los Angeles and stated that they looked forward to collaborating.

Regional Council Member Deborah Robertson, District 8, shared that Mayor Bass was the Chair of the US Conference of Mayors and of the task force for homeless. She also shared that Mayor Bass would be hosting this task force on November 9 for all mayors to attend and to address homelessness throughout the Southern California region. She indicated that the Deputy Administrator for HUD would be there as well. Mayor Bass stated that the point of the task force was to get them organized because it was a national problem and in order to get some legislative fixes, they needed to pull the country together. She invited all of them to attend.

Regional Council Member Tim Sandoval, Pomona, District 38, thanked Mayor Bass for her leadership and for addressing one of the biggest crises they have faced as a region. He indicated that she had approached the issue with care and compassion and not with the lens of criminalizing people for being unhoused. He shared that he had seen a change and thanked her for making this one of her key priorities.

Regional Council Member Margaret Finley, Duarte, District 35, expressed that she had been around long enough to see what has or has not happened with the sales tax measure (Proposition H) from a few years ago and asked what programs Mayor Bass had seen implemented in other parts of the

country that could be applied here that would work. She also asked Mayor Bass what she thought was going to be the way to utilize this money properly.

Mayor Bass shared that the city of Houston took homelessness and put it outside of government by creating a 501 (c)(3), this avoided all of the bureaucracy that they have at all levels of government. She expressed that she believed that what they had to do in their area was to build a system of interim housing where people can stay for about a year to a year and a half. She shared that their model of motels was not financially sustainable so what they were doing now was beginning to purchase the motels and master leasing them for two to three years. This way the costs really went down, and they reduced the street level population. She also expressed that she was concerned that the services were also lacking, and that Proposition H provided services that were too general and that there were no accountability measures in place. She shared that she was a big believer in evaluation that is outcome driven. She noted that she was working on the new Proposition H and was being very specific about the type of services like mental health, substance abuse, health care, domestic violence, etc. She also shared that there would be a proposition around the mental health building which was a bond measure to build the facilities they should have built 50 years ago, and to loosen up the mental health money.

Regional Council Member Oscar Ortiz, Indio, District 66, shared that in Indio they actually sheltered a quarter of their county's unhouse population which came with a lot of consequences, but they were willing to deal with it in their city. He asked if presumptive eligibility was available for all cities or if it was something that she was able to negotiate for her city. Mayor Bass expressed he should request it. He also shared that they had some old motels that were currently being used for the migrant population that were going to the border and asked if when they made the purchases, if there was any assistance to the city in providing those purchases or forming the lease agreements. Mayor Bass indicated they were using general funds; \$250 million they had set aside in the budget as well as other monies.

Regional Council Member Margaret Clark, Rosemead, District 32, expressed that she was excited about what Mayor Bass was saying on the homeless issue with drug addiction and mental illness. She shared that she wrote a letter to the editor of the Tribune about five years ago who asked what she would do about the homeless. She indicated that she would retro vacant government buildings to get the mentally ill and individuals addicted to drugs into treatment.

Mayor Bass also noted that there was 9,000 children and women that were unhoused because of domestic violence. Other reasons also included teenagers aging out of foster care or people who were formerly incarcerated, so looking at why the individual became unhoused and addressing their specific needs was important.

Regional Council Member Casey McKeon, Huntington Beach, District 64, asked what they were doing to address the addiction component along with providing housing.

Mayor Bass indicated that they had money in the budget from opioid and tobacco settlements and had set this money aside to use for substance abuse treatment so that they could offer it for drug treatment services when they visited the tents or motels. She shared that they were establishing a partnership with the county where they offer services from day one to 90 and the city from day 91 on as she believed no one could get clean or sober in 90 days.

PUBLIC COMMENT PERIOD

President Brown opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

The Clerk of the Board acknowledged there were no public comments for items not listed on the agenda and that there were no written public comments received by the 5 p.m. deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

Action Items 1, 2 and the Consent Calendar were acted upon together. The roll call vote is reflected below.

ACTION ITEMS

1. Connect SoCal 2024: Draft Plan Preview and Release
2. Recommendation and Authorization to Release the Connect SoCal 2024 Draft Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337)

Kome Ajise, Executive Director, explained that they were seeking approval to release the draft Plan and PEIR for public review and comment. He reminded the members that during the last adoption of the Connect SoCal plan in 2020 they were in the midst of a global pandemic, national social unrest following the murder of George Floyd, and the worst wildfire season in the history of their state. He further explained that these challenges meant that they were adopting a long-term plan in

the face of uncertainty. The challenges also spotlighted the vulnerabilities and inequalities within their communities. As a result, he noted that it prompted the Regional Council to affirm its commitments to advancing equity and working to reverse the effects of past inequitable policies and practices. He shared that in 2021, the Regional Council affirmed its commitment to promote regional climate adaptation and resilience to address threats to the region's transportation system, public health and quality of life. For Connect SoCal, he noted this meant that they needed to look at the plan as a vehicle to untangle policy roots of inequality and address the history of systemic racism. He highlighted that in looking towards the future, this plan took a holistic look at resilience, from climate and other shocks and stressors that their region faces, to ensure they thrive despite uncertainties of the future. He explained that Connect SoCal outlines a long-term vision for a more equitable and resilient region, with integrated planning strategies across four pillars: mobility, communities, environment and economy, and it also builds on the progress at the local level in implementing past plans and working to create more transportation options.

Sarah Dominguez, Planning Supervisor, shared that in September a preview of the plan was provided. Her presentation included an overview of

- what is Connect SoCal;
- the importance of meeting federal transportation conformity and the GHG emission reduction targets to ensure state and federal funding;
- SCAG's leadership role in the region to identify the policies, strategies, and funding necessary to reach regional goals;
- the importance of using the 3 C's approach: continuing, cooperative, and comprehensive, which include outreach, collecting input, and clarifying policy priorities for bridging the gap between where they want to go and what it will take to get there;
- a look at what the region will look like in 2050 and the importance of investing in the maintenance of their infrastructure to ensure a safe and functioning transportation system in order to preserve the legacy of past investments;
- information on the forecasted regional development pattern which indicates that jurisdictions have made progress towards more sustainable land use over the past 10 years and that household production is anticipated to address the backlog of unmet housing in the region;
- a brief overview of the plan financial summary and plan investments;
- a look at specific components of the plan related to transportation projects such as Regional Express Lanes, Transit/Rail Network and Complete Streets;
- information on regional strategic investments which are funded by new revenues and help to advance priorities like equity and resilience, with universal basic mobility and clean transportation, and also leverage technology, with advancements in the regional Intelligent Transportation System architecture and smart cities;
- a brief overview of regional strategic investments in mobility, communities, environment and economy; and

- a brief look at the plan impacts, summary of what the plan will accomplish and implementation of the plan.

She also reported on the release of the Program Environmental Impact Report (PEIR) and noted that preparing the plan triggers the California Environmental Quality Act (CEQA) which requires SCAG to evaluate and disclose potential impacts from the plan to meet CEQA requirements. She explained this was done through the PEIR which includes a region wide programmatic environmental analysis of the plan, with the objective to mitigate or avoid significant adverse environmental impacts of the plan. She also shared that the PEIR process involves a lot of stakeholder input in which they receive valuable feedback to be considered in the draft PEIR. She briefly touched upon the 2024 draft PEIR major components, the PEIR outline and the summary of the draft PEIR conclusions by CEQA guidelines in Appendix G Environmental Impact Areas. Lastly, she shared that on November 9 during the public review and comment period, SCAG would be making a series of presentations to brief elected officials across the region, in December would hold three public hearings, and that the public comment period would close for both documents on January 12, 2024. She noted that at that time, staff would review and respond to all comments and anticipated updating SCAG's policy committees on the summary of comments and revision approach in March before seeking certification of the Final PEIR and approval of the final plan in April 2024.

President Brown called on members of the public to provide public comment on the Connect SoCal Plan and the draft PEIR Plan.

Richard Lambros, Southern California Leadership Council, acknowledged staff, the Regional Council, and stakeholders for the countless of hours and hard work on the plan. He shared that the business community had been deeply involved and appreciated SCAG meeting with them. He noted that since February, they had detailed discussions about some of the items that they were most concerned about and expressed those conversations had been fruitful. He explained there were six core principles that they thought were essential and used to evaluate a regional plan. He shared that those principles look at a plan that 1) respects local control; 2) provides positive economic impacts, one that is pro-growth and pro-job creation; 3) is committed to transparency and disclosure; 4) assures new revenue sources are fair, equitable, and economically sound; 5) supports the accelerated production of new housing; and 6) accounts for and includes the benefits of all recent technological and societal changes in calculating their GHG, VMT and other environmental impacts. He noted that they plan on using these principles to evaluate the plan and looked forward to the continued dialogue throughout the process. He noted that their goal was that the plan achieves key environmental goals that promotes economic growth and development as well as allows for housing production and housing affordability.

Adam Wood, Building Industry Association, explained that they were very engaged in the 2020 process and would be again. He noted that their message remained the same that Connect SoCal was a very powerful tool that reaches every corner of Southern California, so it was very important. He noted that they really vet all this language and understand the impact it's going to have on their communities. He expressed that they had joined a letter and agreed with the six points noted by Mr. Lambros. He shared that there was very little affordable and attainable housing and couldn't afford any policies that moved them in the wrong direction. He further expressed that they were excited to partner with SCAG staff to make sure this was noted in the plan.

Chris Wilson, representing the Los Angeles County Business Federation, echoed some of the previous comments and noted that BizFed stands ready to assist in whatever way they can to ensure that there's transparency and consideration for some of the principles that were outlined. He thanked SCAG for having good dialogue with them in February and staff for the consideration of their comments and view.

The comprehensive staff report for Items 1 and 2 were included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Immediate Past President Harnik, highlighted Item 5 on the Consent Calendar related to delegation travel to the United Arab Emirates. She expressed that when they looked at the list of who was going on this trip, it spoke volumes to the impression that SCAG makes in the region and all the work that they do. She stated that if there were ever any questions about the respect, notoriety and impression that SCAG makes, this showed them how important it was in the region and through all of Southern California.

Approval Items

3. Minutes of the Meeting – October 5, 2023
4. 2024 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council
5. SCAG Participation in the American University of Sharjah (AUS) California Transportation Delegation Trip to the United Arab Emirates, December 11 - 14, 2023
6. Resolution No. 23-660-1 Approving Amendment 1 to the FY 2023-24 Comprehensive Budget

7. Resolution No. 23-660-2 Authorizing Acceptance of One-Time FY22 Community Project Funding/Congressionally Directed Spending (CPF/CDS)
8. Contracts \$500,000 or Greater: Contract No. 23-042-C01, Highways to Boulevards Regional Study
9. 2025 Federal Transportation Improvement Program Guidelines
10. REAP 2.0 NOFA for Lasting Affordability Funding Awards

Receive and File

11. November 2023 State and Federal Legislative Update
12. 2020 Sustainable Communities Program – Overview
13. 2023 Go Human Safety Strategies Outcomes
14. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
15. CFO Monthly Report

A MOTION was made (Sandoval) on **Item No. 1:** to release the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment; **Item No. 2:** to authorize the release of the Connect SoCal 2024 Draft PEIR for a 65-day public review and comment period beginning November 9, 2023, and ending January 12, 2024, and direct staff to carry out administrative tasks for the 2024 Draft PEIR public release; and to approve the **Consent Calendar:** Items 3 through 10; and Receive and File Items 11 and 15. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

AYES: Aitken, Allen, Boyer, Boyles, Brown, Bucknum, Clark, Crosswhite, Dumitru, Eich, Finlay, Gazeley, Goodell, Goodman, Harnik, Henderson, Judge, Kelly, Krupa, Lock Dawson, Lopez, Lorimore, Mann, Manos, Marquez, McCallon, McKeon, Meister, Michael, Nava-Froelich, Ortiz, Plancarte, Rhodes, Robertson, Saleh, Sandoval, Saro, Schwank, Shapiro, Simonoff, Solache, Spiegel, Tye, Wagner, Wapner, Wood and Yokoyama (47)

NOES: None (0)

ABSTAIN: None (0)

BUSINESS REPORT

Business Representative and Chair of the GLUE Council Lucy Dunn thanked President Brown for staff and the business sectors input regarding Connect SoCal. She indicated they were pleased with the Regional Council releasing the document to the public. She also recognized Immediate Past President Jan Harnik for her leadership which helped with some good business input. She also expressed appreciation for all of the Regional Council Members that attend the GLUE Council meetings which has been really helpful to them. She reported that they had been watching inflation and that once again the Feds did not raise interest rates. She also shared a report from Randall Lewis regarding the housing market and noted that the rapid and relentless rise in past rate hikes was really disrupting the market. She reported that interest rates have continued to climb, and this has had an impact in all aspects of real estate. She shared that new home builders were continuing to make some sales, but only because they were buying down the interest rates at a cost anywhere from \$40,000 to \$80,000 a house depending on the terms of the loan and price range of the home. She noted that there would be statistics coming out that show September and October sales of new homes had actually slowed down. She shared that builders in many cases were making no profit or losing money. On the apartment side, she shared that they were seeing many projects being delayed or dropped because of the cost of construction, financing, and the feared cost of permanent financing when the apartments are finished. She explained that this would have an impact over the next few months on the economy and on cities as new apartment construction slows down. She also reported that the office market remains in tough shape and that the industrial market, which was a bright spot for the Southern California economy was showing increased vacancies. She noted that real estate which was such a big driver of the SCAG economy was going to have some very negative numbers in the foreseeable future. She reminded the members that business was doing internal stress tests and that they were suggesting that cities needed to make sure that they were doing internal stress tests for system destructions. She also noted that they were still looking at a mid-November Federal government shutdown and hoped that new leadership would curtail that. She shared that the next GLUE Council meeting was tentatively scheduled for November 20 at 10:00 a.m.

PRESIDENT'S REPORT

President Brown reminded members to register for SCAG's 14th Annual Economic Summit which was scheduled for December 17 at the Sheraton Grand and noted that the event was themed accelerating the region. He shared that the event would explore major economic factors that inform Connect SoCal 2024. He reported that he joined a SCAG delegation in touring several sites in Imperial County and also saw several ongoing projects in the downtown Calexico area, including a



\$191 million project by the federal government to upgrade the Calexico West Port of Entry. He also shared that Chief Planning Officer Sarah Jepson spoke at a panel about accelerating infrastructure at the California Forward Economic Summit and that others in attendance were members of the Strategic Growth Council, the Milken Institute and SCAG Regional Council Member and Indio Mayor Oscar Ortiz. He noted that SCAG Immediate Past President Jan Harnik of Palm Desert, also participated in a local government panel discussion, along with Imperial County Supervisor Chairman Ryan Kelly and Brawley City Councilmember and SCAG CEHD Member George Nava. He also noted that the event took place in Indian Wells and highlighted the Imperial and Coachella Valleys, with tours of the Salton Sea, Agua Caliente Tribal Conservation Lands, and other critical projects in the region. Lastly, he noted that there were no Policy Committees or Regional Council meetings in December and that the next Regional Council meeting was scheduled for Thursday, January 4, 2024 at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, thanked the Regional Council for their leadership in the action they took to approve the Draft Connect SoCal 2024 Plan and the associated Draft Program Environmental Impact Report (PEIR). He reiterated that both comment periods for the Plan and the PEIR ended on January 12, after which they would come back to the Regional Council for final adoption in April 2024. He also emphasized that this date was important because it gave them time to submit to the Federal Government and the State and get the approval back before they run into conformity issues in June of 2024. He also informed members of the tool kit that was emailed to them to help get the word out to their communities. He reported that the third and final Greenprint Technical Advisory Committee meeting was held on October 30 and included discussion on the Greenprint draft data standards and potential data layers, tool functionality and user testing as part of this group's work advising staff on development of the Greenprint tool to ensure its alignment with the approved Regional Advanced Mitigation Planning policy framework. He shared staff would integrate the guidance and feedback from all three meetings into recommendations which would be presented to the Energy and Environment Committee in January and the Regional Council in February. He also reported that Darin Chidsey, Chief Operation Officer, and Ma'Ayn Johnson, SCAG Housing Manager, were in Riverside this day at a joint meeting of the California Transportation Commission, the California Air Resources Board and the California Housing and Community Development Department. He shared that Ms. Johnson would be presenting on Connect SoCal 2024 and what SCAG was doing to implement almost \$300 million in REAP 1 and REAP 2 funding across the region. He also provided an update on the REAP suballocations and noted that it was part of the \$246 million REAP 2.0 grant award of which 80% was being suballocated for partner-led projects to ensure work was delivered efficiently while investing funding back into the region. He shared that the REAP 2.0 program builds capacity to deliver on the 6th cycle Regional Housing Needs Assessment (RHNA) goals and continues their work to align transportation and housing development opportunities in the region. He also provided a brief update on the Notice of Funds

Available (NOFA) for the Lasting Affordability Program, a \$45 million competitive program that supports program-level investments in housing trust funds, community land trusts, catalase funds, and nonprofit organizations that help secure affordability across the region. He also provided an update the Call for Applications for the Regional Utilities Supporting Housing (RUSH) Pilot Program, which was open through November 6. He shared that SCAG hosted a workshop on October 4 to explain the Call for Applications and that staff would be available for office hours to support applicants in the application process. He also highlighted Sustainable Communities Program staff report on the agenda (Item 12) which is part of the work that the Regional Council does in implementing Connect SoCal 2020. He shared that the program had funded about 56 different projects through four different calls for applications and awarded \$11.8 million. He shared they were looking to come back to the Regional Council with guidelines that help them implement Connect SoCal with the SCP 2024. Lastly, he also announced the retirement of Debbie Dillon, Chief Strategy Officer, who served SCAG for 21 years. He shared some of her accomplishments during her tenure and thanked her for her service.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Deborah Robertson, Rialto, District 8, congratulated Debbie Dillon on her retirement. She took a moment of personal privileged and asked that they keep those in mind who were not here with them or were out in other countries helping to resolve the conflict. She shared that her grandson was in Kuwait and would possibly be deployed if the situation abroad did not settle.

Regional Council Member David J. Shapiro, Calabasas, District 44, shared that on November 7 from 3:00 p.m. to 5:00 p.m. the City of Calabasas would be having their annual event honoring veterans and invited everyone to attend.

ADJOURNMENT

There being no further business, President Brown adjourned the meeting of the Regional Council at 1:34 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
January 4, 2024

To: Regional Council (RC)
From: Richard Lam, Deputy Legal Counsel
(213) 630-1510, lam@scag.ca.gov
Subject: Amendments to the RCPM

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

That the Regional Council (RC) adopt amendments to the Regional Council Policy Manual as recommended by the Executive Administration Committee (EAC).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

From June 29 to 30, 2023, President Art Brown convened a retreat for the EAC to discuss strategic priorities for the upcoming year. The agenda included a presentation and discussion of proposed amendments to the Regional Council Policy Manual (Policy Manual). After discussion and feedback, SCAG staff prepared amendments to the Policy Manual relating to four areas: 1) number of votes on no-confidence votes; 2) teleconferencing at district elections; 3) complaint process for code of conduct; and 4) an update to stipends.

On December 6, 2023, the EAC considered and recommended for RC approval the proposed language effecting amendments to the Policy Manual as discussed in this staff report and reflected in Attachments 1 to 4. Accordingly, Staff carries forward the recommendation(s) of EAC to the RC.

BACKGROUND:

The EAC Retreat was convened by President Art Brown from June 29 to 30, 2023, in Buena Park, California. The main purpose of the Retreat was to allow the EAC to discuss strategic priorities for the upcoming year. During the Retreat, one of the agenda items included a presentation and discussion of proposed amendments to the Policy Manual.

Staff traditionally identified potential amendments to the Policy Manual for presentation to the Bylaws and Resolutions Committee as part of the annual Bylaws amendment process, since there is

often coordination needed with potential Bylaws amendments. This year, there were no Bylaw amendment proposals. As a result, staff presented potential amendments to the Policy Manual for consideration at the EAC Retreat. The EAC generally agreed with staff recommendations and provided feedback where requested.

On December 6, 2023, the proposed amendments were brought back to the EAC, where the amendments were approved with minor changes and recommended for RC adoption. The recommendation(s) of EAC to amend the Policy Manual are discussed in this staff report and reflected in Attachments 1 to 4 and presented to the RC for adoption.

DISCUSSION:

As a result of the conversation and feedback, SCAG staff has prepared amendments to the Policy Manual for consideration by the RC. Proposed language effecting these changes are included as Attachments 1 to 4 to this staff report. The four (4) proposed amendments and the EAC's direction can be summarized as follows.

1. Eligible participants for "no confidence" votes in multi-city districts

Staff recommended amending the Policy Manual to provide that a maximum of five (5) council members from each city may participate in a no confidence vote.

SCAG's Bylaws provide that upon each city in a multi-city District adopting a resolution of no-confidence, a no confidence vote is held that determines whether the RC member retains their seat on the RC. If the no confidence vote leads to a vacancy in the District, the resulting vacancy is filled by a special election, with the winner serving the remainder of the term. (Bylaws Art. V.A.(2)(a).) The Policy Manual provides that in a no confidence vote, "all city council members . . . must be given the opportunity to participate." (RCPM Art. V.G.(2).) This means that cities with more than five members could have all members participate in a no confidence vote. Comparatively, since 2018, and for the election of a multi-city District (including filling a vacancy that results from a no confidence vote), the Policy Manual only permits "a maximum of five (5) city council members" to participate. (RCPM Art. V.C, emph. added.). The purpose of this provision is to prevent cities with larger city councils from having more votes than cities with five members. There is, therefore, incongruity in the no-confidence vote provisions (all city council members can participate) and the election provisions (only 5 may participate). To address this, staff recommended that the Policy Manual be amended to provide that a maximum of five council members from each city may participate in a no confidence vote. This would provide parity in the process to "eject" a member and the process to "elect" a member.

The EAC agreed with the recommendation in general. However, the EAC provided specific direction to Staff to modify the method by which the five voting city councilmembers should be

selected. Instead of authorizing the current mayor of the city to choose, the five voting city councilmembers shall be selected using any reasonable method of random selection. Per EAC direction, the modification was made to procedures governing no-confidence votes as well as district elections to be internally consistent. The redline of the Policy Manual with staff's and the EAC's recommendation is included as Attachment 1.

2. Teleconferencing for district elections

Staff recommended amending the Policy Manual to prohibit teleconferencing at district elections unless authorized by the President.

There is presently an inconsistency in the Policy Manual and its Appendix relating to multi-city District elections. Article V.C(6) of the Policy Manual says teleconferencing is allowed. Comparatively, Appendix A (at p. 43) states teleconferencing "is not allowed." These provisions should be conformed so they are consistent. Staff recommended that the Policy Manual and the Appendix be amended to provide that teleconferencing is not allowed unless the President expressly authorizes.

The EAC agreed with the recommendation. The redlined Policy Manual with staff's recommendation is included as Attachment 2.

3. Policy Manual Code of Conduct complaint process

Staff recommended amending the Policy Manual to add a section to respond to complaints under the Code of Conduct.

The Code of Conduct in Article I of the Policy Manual applies to "SCAG Representatives" (all elected and appointed officials and representatives who serve in the SCAG organization as Officers, Official Representatives and Alternates to the General Assembly, representatives of Regional Council Members, District Representatives, ex officio members of any SCAG body, and members of SCAG committees and task forces). The Code of Conduct describes certain type of conduct deemed unacceptable, including conduct prohibited by law and some conduct not prohibited by law but that is considered unethical or unprofessional. Article II of the Policy Manual contemplates provisions for addressing complaints alleged in violation of the Code of Conduct. Article II presently includes placeholder language reflecting later consideration of a complaint process.

SCAG Staff proposed a complaint process to provide a concise yet flexible process that can address different types of complaints in a manner that is responsive, considerate of the importance of exercising due diligence, respectful of due process, protective of parties' rights in

an investigative process, and provides flexibility to address complaints based on the nature of the complaint being made. The proposed complaint process attempts to strike a balance to treat all complaints as worthy of consideration and inquiry but provides flexibility so that complaint review and investigation tracks the nature of the complaint.

At the retreat, the EAC considered the recommendation and provided feedback on the complaint process. In summary, the complaint process involves the following: (1) the Executive Director reviews and conducts initial inquiry to determine if investigation is warranted in consultation with legal counsel; (2) any investigation shall be conducted by a neutral third party, in compliance with the law; (3) confidentiality and privacy considered during review and investigation for integrity of process and subject to applicable law; (4) results of an initial inquiry or investigation shall be shared with the President; (5) determine what further action, if any, can or should be taken; and (6) could include further reporting to SCAG governing bodies for review or action.

The EAC agreed with the recommendation. The redlined Policy Manual with staff's recommendation is included as Attachment 3.

4. Update to stipends

Staff recommended amending the Policy Manual to update the stipend policy.

Under existing policies, stipends for SCAG's RC members and the officers are: (i) set at \$120 per meeting, (ii) payable for attendance at each day of an event (i.e., a 2 day event would entitle 2 stipend payments), (iii) permitted for each meeting in the same day that is at a different address, (iv) limited to 6 stipends/month for RC members (with 2 additional stipends/month available by Presidential approval), (v) limited to 9 stipends/month for the vice presidents and 12 stipends/month for the President. Additionally, for RC members, any stipends in addition to those noted above may be payable upon RC approval. Finally, only 1 stipend is allowed for attending meetings of the RC and Policy Committees held on the same day. Other elected officials (that are not RC members) that serve on Policy Committees, SCAG committees, subcommittees or task forces are entitled to receive a stipend for attendance at such meetings and for meetings where the elected official is requested by the President or Executive Director. Other elected officials are limited to up to 4 stipends/month. Stipend requests must be received no later than 30 days after the close of the fiscal year in which the meeting for the stipend is requested.

In 2022, David James, SCAG's Internal Auditor, conducted an audit of stipend payments. The results of this audit were reported to the Audit Committee. During the Audit Committee meeting, members asked staff to consider options for updating stipend amounts and to review

other agencies' stipend practices. Based on audit recommendations and Audit Committee input, staff provided recommendations and sought input from the EAC.

After full engagement of the EAC and a robust discussion which included a straw-poll, the EAC provided direction to update the stipend policy as follows:

- (1) Increase stipends to **\$150**;
- (2) For **SCAG-clerked meetings**:
 - a. Stipends to be paid immediately (as soon as attendance sheets are submitted);
 - b. Stipends to be paid automatically (eliminate the requirement for submittal of Request for Stipend);
 - c. No limit or cap on the number of stipends (does not count towards existing limits).
- (3) For **non-SCAG-clerked meetings**:
 - a. Stipends to be paid after submittal of Request for Stipend;
 - b. Stipend requests must be submitted within **45 days** of end of month in which the meeting was attended (For example, a February 14th deadline for a meeting attended on December 1st);
 - c. A **hard cap** on the number of stipends¹ at existing numerical limits per month², the President and RC no longer authorize additional stipends.
- (4) Stipend policy to be **reviewed every five years**.

The EAC agreed with the recommendation. Staff notes the review of the stipend policy every five years is not reflected in the redline changes in the Policy Manual itself but will be included in SCAG's internal policies. The redlined Policy Manual with staff's recommendation is included as Attachment 4.

Based on the foregoing, Staff recommends the RC approve the amendments to the Policy Manual as presented herein.

FISCAL IMPACTS:

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

¹ Numerical limits do not include all SCAG-clerked meetings (i.e. RC, EAC, TC, EEC, CEHD, etc.). After numerical limit is reached, all non-SCAG-clerked meetings and events (including with outside stakeholders and public agency partners, when so requested by the President or Executive Director) would not be stipend eligible.

² Twelve (12) – President; Nine (9) – 1st and 2nd Vice President & Immediate Past President; Six (6) – RC members; Four (4) – Other elected officials (i.e. those not serving as a RC Member) serving on a SCAG Policy Committee or another SCAG Committee, Subcommittee or Task Force; and Four (4) – Ex-Officio members attending meetings of the RC, EAC, GA, the Economic Summit, and other SCAG events as the President or Executive Director may specifically request.



ATTACHMENT(S):

1. RCPM Amendments - Eligible Participants for “No Confidence” Votes in Multi-City Districts
2. RCPM Amendments - Teleconferencing for District Elections
3. RCPM Amendments - Policy Manual Code of Conduct Complaint Process
4. RCPM Amendments - Update to Stipends

Attachment 1
Proposed Amendments to Regional Council Policy Manual

ARTICLE V

DISTRICT REPRESENTATIVE APPOINTMENTS, ELECTION PROCEDURES AND
NO CONFIDENCE VOTES

The appointment or election of District Representatives to serve on the Regional Council and the undertaking of a no confidence vote regarding a District Representative shall all be conducted in accordance with the following procedures.

...

C. Multi-City District Representative Elections – When a District encompasses more than one city (“Multi-City District”), a maximum of five (5) city council members from each of the voting-eligible cities in the Multi-City District shall be provided the opportunity to vote for the individual who will serve as the District Representative to ensure equity among cities in voting. In a voting-eligible city comprised of more than five (5) city council members, the ~~mayor of such city,~~ using any reasonable method of random selection, shall appoint a maximum of five (5) members to vote in Multi-City District Representative Elections. Multi-City District Representative Elections shall be conducted in accordance with the following policies and procedures.

...

G. District Representative No Confidence Vote – Article V A.(2)(a) of SCAG’s Bylaws indicates that the position of a District Representative shall be declared vacant by the SCAG President in the event of a no confidence vote undertaken in response to a resolution passed by all the cities in a District that are voting-eligible Members of SCAG. A no confidence vote by a District shall be conducted in accordance with the following procedures.

(1) A no confidence vote must be held within 30 days of the date on which the final city in the District approves a resolution calling for the no confidence vote.

(2) ~~All~~ A maximum of five (5) city council members from ~~all~~ each of the voting-eligible cities in the District ~~must~~ shall be given the opportunity to participate in a no confidence vote. In a voting-eligible city comprised of more than five (5) city council members, the city, using any reasonable method of random selection, shall appoint a maximum of five (5) members to vote in the no confidence vote.

...

Attachment 2
Proposed Amendments to Regional Council Policy Manual

ARTICLE V

DISTRICT REPRESENTATIVE APPOINTMENTS, ELECTION PROCEDURES AND
NO CONFIDENCE VOTES

The appointment or election of District Representatives to serve on the Regional Council and the undertaking of a no confidence vote regarding a District Representative shall all be conducted in accordance with the following procedures.

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C. Multi-City District Representative Elections - When a District encompasses more than one city (“Multi-City District”), a maximum of five (5) city council members from each of the voting-eligible cities in the Multi-City District shall be provided the opportunity to vote for the individual who will serve as the District Representative to ensure equity among cities in voting. In a voting-eligible city comprised of more than five (5) city council members, the mayor of such city shall appoint a maximum of five (5) members to vote in Multi-City District Representative Elections. Multi-City District Representative Elections shall be conducted in accordance with the following policies and procedures.

...

(6) Nominations from the floor and proxy voting are not allowed. Teleconferencing for the District Representative election is not allowed ~~with written notification to all city council members from the cities in the respective District~~ unless the President expressly authorizes, in writing, telephonic participation for a District election.

...

Appendix A

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DISTRICT REPRESENTATIVE ELECTION PROCEDURES

The notice for SCAG Regional Council District Elections is a two-step process.

...

Other District Election Guidelines

District Elections will be scheduled by SCAG staff in cooperation with the cities in each District. District Elections shall be held in conjunction with meetings of subregional organizations or the League of California Cities or at other times and locations identified by SCAG staff working in cooperation with the cities in a District.

District Representatives shall be elected by a majority of the votes of those city council members present from voting-eligible cities with a quorum.

A quorum shall consist of at least one city council member present from at least two-thirds of the voting-eligible SCAG member cities in a District. For example, if District X is comprised of six member (6) cities, then at least one (1) local elected official from four (4) of the member cities within District X must be present to constitute a quorum. When a quorum is present, the election may be conducted.

Nominations from the floor shall not be permitted.

Proxy voting and teleconferencing are not allowed unless the President expressly authorizes, in writing, telephonic participation for a District election.

In the event of a tie vote, additional balloting shall occur until a District Representative is elected.

Elected officials from cities that are not voting-eligible members of SCAG cannot vote and cannot be candidates for District Representative positions.

If there is only one candidate, that individual shall be declared the District Representative and no election will be required.

Attachment 3
Proposed Amendments to Regional Council Policy Manual

ARTICLE II

COMPLAINTS ALLEDGING VIOLATIONS OF THE CODE OF CONDUCT

~~*Per the action of the Regional Council on May 3, 2018, Article II will be developed and presented to the Regional Council at a future date.~~

Complaints alleging violations of the Code of Conduct by any SCAG Representative shall be initially reviewed by the Executive Director or his/her designee, in consultation with SCAG's legal counsel, who shall make an initial inquiry to determine whether an investigation is warranted. If an investigation is deemed warranted, any such investigation shall be performed by a neutral third-party investigator selected by the Executive Director or his/her designee in consultation with SCAG's legal counsel and conducted in compliance with applicable law (such as California's Fair Employment and Housing Act, Government Code § 12900 et seq.). To the extent permitted by law and to ensure the integrity of an investigation, confidentiality and privacy will be considered during review and investigation of a complaint. The prior sentence does not preclude the results of an investigation from being shared with other persons such as the SCAG Representative being investigated and/or the complainant, as determined by the President or Executive Director in consultation with SCAG's legal counsel. The results of an investigation shall be shared by the Executive Director or SCAG's legal counsel with the President (or if the President is alleged to have violated the Code of Conduct, then with the 1st Vice President or next officer who is not implicated), and together may determine what further action, if any, can or should be taken, including as appropriate, further reporting to SCAG governing bodies for review or action.

Attachment 4
Proposed Amendments to Regional Council Policy Manual

ARTICLE VIII

STIPENDS AND EXPENSE REIMBURSEMENTS

A. General Stipend Payment Policy

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

(2) Requests for Stipend payments must be received by the Office of Regional Council Support no later than ~~30-45~~ days after the close of the fiscal year for which the Stipend payments are requested the end of the month in which the meeting, event or activity was attended (e.g. February 14th deadline for a meeting attended on December 1st).

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

(1) Representatives of Regional Council Members and SCAG Officers shall receive a Stipend for attendance at ~~SCAG-sponsored~~ clerked meetings or SCAG-sponsored events (such as, the General Assembly, Regional Council meetings, Economic Summit, Demographic Workshop, etc.) or other authorized SCAG business activities. A Stipend will be authorized for each day of actual attendance at such ~~SCAG-sponsored~~ clerked meetings, SCAG-sponsored events or authorized activities. Stipends for business travel on behalf of ~~SCAG-clerked~~ meetings, SCAG-sponsored events or authorized activities will be authorized for days on which actual business is conducted and not for days that are devoted solely to travel. With regard to multiple meetings on a single calendar day, a Stipend will be authorized for attendance at every meeting that is at a different address.

(2) A Stipend for attendance at SCAG-clerked meetings shall be paid upon SCAG staff's submission of attendance sheets, without a request for a Stipend payment. For all other

non-SCAG-clerked meetings, SCAG-sponsored events and authorized activities, ~~A~~ a request for a Stipend payment must be made in writing and contain information on the date, time, location and purpose of any such meeting and be submitted to the Office of Regional Council Support. Such requests must be approved by the SCAG President or SCAG's Executive Director or his/her designee. Attendance at non-SCAG-clerked meetings, SCAG-sponsored ~~meetings—events~~ or authorized activities shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or ~~a~~ the submittal of an expense reimbursement form to the Office of Regional Council Support.

(3) Representatives of Regional Council Members and SCAG Officers shall receive only one Stipend for attendance at one or both of the monthly Regional Council meeting and the same day meeting of the individual's assigned SCAG Policy Committee (or a joint meeting of all of the Policy Committees). Attendance at SCAG-clerked meetings will be ~~demonstrated by the individual's signature on the attendance forms for the Regional Council and the Policy Committee~~ recorded by SCAG staff.

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

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

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

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

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

(3) A Stipend for other elected officials' attendance at SCAG-clerked meetings shall be paid upon SCAG staff's submission of attendance sheets, without a request for a Stipend payment. For all other non-SCAG-clerked meetings, SCAG-sponsored events and authorized activities. ~~A~~ attendance at all such meetings shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or the submittal of an expense reimbursement form to the Office of Regional Council Support. Other elected officials may, in addition to any SCAG-clerked meetings, receive up to four Stipends per month.

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

(5) Notwithstanding subsection C(4) of this Article VIII, the representative from the RC Approved 06/09/19, as amended though 11/03/22 Page 34 private/business sector appointed by the President to serve on both the Regional Council and Executive/Administration Committee as an ex officio member is eligible to receive a

Stipend (pursuant to the process provided in Article VIII.B) and reimbursement of travel expenses (as provided in Article VIII.F) for attending up to four (4) meetings per month consisting of the Regional Council, the Executive/Administration Committee, the General Assembly, the Economic Summit, and other SCAG events as the President or Executive Director may specifically request.

...



AGENDA ITEM 4
REPORT

Southern California Association of Governments
January 4, 2024

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

From: Alina Borja, Community Engagement Specialist
(213) 630-1449, borja@scag.ca.gov

Subject: Guidelines for 2024 Go Human Community Streets Grant Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Recommend that the Regional Council and Transportation Committee: 1) approve the 2024 *Go Human* Community Streets Grant Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program (ATP). To extend campaign efforts, SCAG has secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) annually, to date. SCAG secured a grant in the amount of \$1,354,475 to conduct an eighth round of Go Human safety programming and engagement across the region, approved by the Regional Council on October 5, 2023.

With this funding, SCAG plans to launch the 2024 Go Human Community Streets Grant Program (Community Streets Program) to provide resources to local community-based organizations to implement traffic safety strategies. The Community Streets Program seeks to award approximately \$354,000 to organizations in the region. SCAG, with input from community stakeholders, has prepared funding guidelines and anticipates opening the Call for Applications upon Regional Council approval, in early 2024. To provide awarded projects the maximum time within the grant period to successfully complete their projects, this report seeks authorization to

enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

BACKGROUND:

The SCAG region, like California and the nation, experienced a period of annual declines in traffic related fatalities and serious injuries until 2012 when they began to steadily rise. An average of more than four people die and 16 people are seriously injured every day in traffic collisions in the six-county SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties). People walking or riding bikes account for 32% of those deaths and serious injuries despite comprising only 3% of all trips.

To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign, an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. With support from the California Office of Traffic Safety (OTS), SCAG's *Go Human* program has implemented five rounds of community grant funding opportunities since 2018 to local organizations to create and lead traffic safety projects. Through this regranting program, *Go Human* has distributed more than \$1.25 million to 117 traffic safety projects reaching more than 1.1 million people across the SCAG region.

SCAG seeks to offer a sixth round of funding to local communities through the 2024 *Go Human* Community Streets Grant Program (Community Streets Program). The Community Streets Program will provide grant funding to eligible applicants to implement traffic safety strategies through community engagement. In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Community Streets Program supports projects that facilitate community resiliency, and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

PROGRAM GOALS

The Community Streets Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking. The Community Streets Program provides eligible applicants with up to \$30,000 in grant funding to support projects that implement community engagement and traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.

Rather than focusing on the behavior of people walking and biking, the Community Streets Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design, and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to the program goal and communities' current needs.

POTENTIAL PROJECT TYPES

Funded strategies through the Community Streets Program may include, but are not limited to, the following examples:

- Community bicycle rides, walk audits or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as virtual traffic safety ambassador leadership development programs or traffic safety cohorts
- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution
- Storytelling efforts that center mobility justice efforts and/or challenging the dominant narratives of traffic safety

This program does not fund permanent or quick-build infrastructure improvements.

APPLICANT ELIGIBILITY

Community-based organizations, nonprofits and social enterprises are eligible to submit a Community Streets Program proposal. If awarded, applicants must be able to submit supporting documentation for eligibility (i.e., a copy of the business license, 501(c)(3) status). Entities with 501(c)(4) status are not eligible for this program.

Funding is available to recipients across the SCAG region, inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

APPLICATION & SELECTION CRITERIA

Project proposals will be evaluated based on the following selection criteria:

- Impact (20%)
- Engagement (20%)
- Equity & Justice (20%)
- Feasibility (20%)
- Cost-effectiveness (20%)



SCAG is the sole arbiter of any proposal. Staff will also consider geographic representation when selecting awards.

TIMELINE

The schedule for the Community Streets Call is provided below. Timeline subject to change.

Open Call for Applications	January 2024
Call for Applications Submission Deadline	February 2024
Proposal Review and Scoring	February 2024
Notice of Conditional Award	March 2023
Scope Refinement	March/April 2023
Project Implementation Period	April/May 2023 – August 30, 2023

The Community Streets Program seeks to award approximately twelve (12) projects, to be completed within a constrained implementation period, given the OTS grant cycle. To provide awarded projects the maximum time within the grant period to successfully complete their projects, this report seeks authorization to enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

FISCAL IMPACT:

All costs associated with this item are included in the FY 2023-24 Overall Work Program (OWP) under project number 225.3564J9.19 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.

ATTACHMENT(S):

1. 2024 Go Human Community Streets Grant Program Guidelines
2. PowerPoint Presentation - 2024 Go Human Community Streets Grant Program Guidelines

2024 GO HUMAN COMMUNITY STREETS GRANTS GUIDELINES

Overview: What is the Community Streets Program?

The Southern California Association of Governments (SCAG) announces the Call for Projects for the 2024 *Go Human* Community Streets Grant Program (Community Streets Program). With support from the California Office of Traffic Safety (OTS), the Community Streets Program provides grant funding to eligible applicants to implement traffic safety strategies through community engagement projects

In alignment with and furtherance of SCAG's [Racial Equity Early Action Plan](#), the Community Streets Program supports projects that facilitate community resiliency and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

Program Goal: What does the Community Streets Program aim to do?

The Community Streets Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking. The Community Streets Program aims to improve traffic safety locally and across the Southern California region, leveraging and building community leadership committed to traffic safety and prioritizing projects that center historically excluded or disinvested communities, mobility justice, disability justice and rural community investment, among others.

The Community Streets Program provides approximately 12 eligible applicants with up to \$30,000 in grant funding to support projects that implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.

Rather than focusing on the behavior of people walking and biking, the Community Streets Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to program goals and communities' current needs.

Potential Project Types

Funded strategies through the Community Streets Program may include, but are not limited to, the following examples:

- Community bicycle rides, walk audits or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as a virtual traffic safety ambassador leadership development programs or traffic safety cohorts
- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution

- Storytelling efforts that center mobility justice efforts and/or challenging the dominant narratives of traffic safety

This program does not fund permanent or quick-build infrastructure improvements.

Eligible Applicants: Who can apply?

Community-based organizations, nonprofits and social enterprises are eligible to submit a Community Streets Program proposal. If awarded, applicants must be able to submit supporting documentation for eligibility (i.e., a copy of the business license, 501(c)(3) status). Entities with 501(c)(4) status are not eligible for this program.

Funding is available to recipients across the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

Grant Amount & Term

SCAG will award up to \$30,000 to selected projects. Applicants may propose any amount, up to \$30,000, and the proposed project must be deemed feasible to implement within the project period and budget. Applicants may be required to refine their scope of work as a condition of their award and may not be awarded the full amount requested.

All projects shall be implemented between approximately May 2024 and August 31, 2024. The awardees will be responsible for securing any necessary permits or permissions in a timely manner.

Timeline

- Call for Projects Opens: January 2024
- Application Deadline: February 2024
- Notice of Conditional Award: March 2024
- Scope Refinement: March/April 2024
- Project Implementation: approx. May 2024 to August 31, 2024

Integrating *Go Human* Resources

Go Human has a variety of resources available to partners, at no cost, including:

- *Go Human* [Kit of Parts](#) lending library: The Kit of Parts includes materials that can be borrowed to temporarily showcase, and collect community feedback on, safety treatments and designs, such as artistic crosswalks, parklets, protected bike lanes, pedestrian refuge islands and bulb-outs.
- [Co-Branded Safety Advertisements](#): Safety advertisements include message-tested artwork in multiple languages with driver-focused messaging, that can be revised to resonate with

community needs. Advertisements may include digital ads, banners, lawn signs, bus wraps and more.

- Available resources can be found on the [Go Human website](#).

Applicants are encouraged to incorporate *Go Human* resources into their project proposals (if desired and applicable).

Please note, *Go Human* resources are available at no cost to partners regardless of Community Streets Program award.

Application & Selection Criteria

All applicants must complete a *Go Human* Community Streets Program application, available at scag.ca.gov/apply-funding. Project proposals will be evaluated based on the following selection criteria:

- Impact (20%)
- Engagement (20%)
- Equity & Justice (20%)
- Feasibility (20%)
- Cost-effectiveness (20%)

SCAG is the sole arbiter of any proposal. Staff will also consider geographic representation when selecting awards.

Requirements

SUBMISSION REQUIREMENTS

Electronic Application: Submit an electronic application by February 2, 2024 at 11:59 p.m. PDT at scag.ca.gov/apply-funding.

Budget: Utilizing a template provided by SCAG, applicants will be required to submit a budget that identifies staff, labor rates, hours and direct costs associated with the project.

Letter of Support: Applicants will be required to submit a Letter of Support from the local jurisdiction in which the project is being implemented.

Insurance: Projects must meet SCAG insurance requirements (see pages 4-5). SCAG's insurance requirements manage the risk of performing work on behalf of SCAG, helping to mitigate any potential financial impact to awardees and to SCAG should an accident occur. Applicants that do not meet these requirements may be considered on a case-by-case basis. The applicant should indicate or affirm its ability to comply with SCAG insurance requirements or specifically identify which requirements it is unable to comply with. Applicants may be required to provide additional documentation if proposing activities that utilize the facilities of another agency or organization.

REPORTING AND INVOICING REQUIREMENTS

Community Streets awardees shall provide two reports:

- Mid-Project Update: To be provided in June 2024, in the form of an email or phone call.
- Final Report: To include complete activities, project outcomes and documentation of final deliverables, due on Friday, September 6, 2024. Awardees will be provided with a final report template to complete.

Awards are made on a cost reimbursement basis, based on actual allowable incurred costs. Grant costs will be reimbursed if incurred on or after the grant implementation start date, as determined by the date of MOU signature, and if proper documentation supporting the expenditure is provided (i.e., payroll reports, timesheets, invoices with accompanying proof of payment). Invoices shall be submitted on a monthly or bimonthly basis, and SCAG shall remit payments of incurred costs up to 60 days after submission of invoice packages. Final invoice required by Friday, September 6, 2024.

SOCIAL MEDIA & GRAPHICS REQUIREMENTS

Selected applicants shall work with SCAG staff to highlight projects on social media (either through the selected organization's channels or *Go Human* channels) during or immediately following project implementation.

All public-facing communications materials relating to the project shall acknowledge SCAG. Communications materials include, but are not limited to, site signage, printed information materials, print and online publications, websites, advertisements, video, public service announcements, social media postings, events, media advisories, news releases and all other related materials.

Use of *Go Human*, SCAG, and OTS logos is not required for any graphics produced for Community Streets Program projects (such as flyers, posters, social media or digital graphics). If an awardee wishes to use the *Go Human*, SCAG, and OTS logos, all three logos must be used and in that order. Graphic material that uses these logos must be submitted to Alina Borja (borja@scag.ca.gov) for approval from OTS and SCAG. Please allow two (2) weeks for approval.

If producing any professional video components (not including "live" social media videos), SCAG may request the opportunity to review an outline or story board. Content shall be submitted to Alina Borja (borja@scag.ca.gov) for prior approval from OTS and SCAG. Please allow two (2) weeks for approval.

All work products and related work materials of the Community Streets Program awards shall become property of SCAG, and all publication rights are reserved to SCAG. Awardees shall not copyright work products and related work materials. Work products and related work materials refer to any material produced using Community Streets Program funding, such as deliverables.

To ensure consistency of public information about SCAG programs and funded work products, funding recipient is required to notify SCAG of any media inquiries or plans for proactively providing information to media outlets.

All communication materials must be provided to SCAG prior to completion so that inclusion of this element can be confirmed. SCAG will reply within three business days; if no reply is received, the funding recipient can proceed without comments.

SCAG Communication Contact:

Alina Borja

ALLOWED EXPENSES

The Community Streets Program funds reimburse actual expenses directly related to the proposed project. Eligible expenses include, but are not exclusive to:

- Employee labor costs for hours spent in direct support of the project;
- Indirect Costs through a federally negotiated indirect cost rate or the de minimus rate;
- Other Direct Costs, including but not limited to:
 - Contracted Labor costs, such as coordination, design, facilitation, set-up, training, etc.;
 - Printing;
 - ⊖ Permits or fees related to the project;
 - ⊖ Bicycle helmets, if purchased to support bicycle education;
 - Supply or equipment rental fees; and
 - Virtual platform subscription fees, on a pro-rata basis (subject to review).

Awardees may include their valid federally negotiated indirect cost rate in the project budget. Otherwise, project budgets may include a 10 percent de minimis indirect cost. The 10 percent de minimis indirect cost rate may be used by any non-federal entity that does not have a valid negotiated indirect cost rate. This rate is meant to cover indirect project costs, such as fiscal sponsor fees, and would be charged against modified total direct costs (MTDC). See [2 CFR 200.414 \(f\)](#).

Applicants may procure services to design projects and increase the impact of the proposed activities. The third-party services may be compensated through the budget, included as an other direct cost (ODC). Each ODC line item shall be limited to no more than \$10,000. In accordance with SCAG's procurement standards, all costs included in the project budget must be fair and reasonable.

Notwithstanding the list above, allowed expenses are subject to the discretion of SCAG and OTS.

UNALLOWED EXPENSES

Funding for *Go Human* is provided by a grant from OTS, through the National Highway Traffic Safety Administration. As a result, certain expenses are ineligible for funding. Ineligible expenses include, but are not limited to:

- Products or giveaways not tied to a safety educational component (only allowed if they are given away in direct correlation with a safety education component);
- T-shirts;
- Stickers (i.e., bumper stickers, stickers for mass distribution at events);
- Knee pads;
- First aid materials;
- Fringe benefits;
- Raffle prizes;

- Food or beverages;
- Plants;
- Office furniture, equipment and capital assets;
- Paint;
- Chalk;
- Event entertainment or music;
- Advertising not directly related to proposed project;
- Implementation of a study, plan, or program;
- Construction costs, including permanent or quick-build infrastructure improvements;
- Habitat conservation plans;
- General liabilities insurance cost;
- Lobbying efforts and/or political contributions; and
- Items that are not indicated in the original project budget.

INSURANCE REQUIREMENTS

All proposers should be aware of the Insurance Requirements for a grant award. The Certificate of Insurance must be provided by the successful proposer prior to grant award. A grant may not be awarded if insurance requirements are not met.

Endorsements for the following are necessary as a part of meeting the insurance requirements:

- Commercial General Liability
- Business Auto Liability
- Workers' Compensation/Employer's Liability

Endorsements shall include:

- Additional Insured
- Primary, Non-Contributory
- Waiver of Subrogation
- Notice of Cancellation

The endorsement to all of the policies must be attached to the certificate of insurance.

1. Insurance

Awardees shall procure and maintain the minimum required insurance, as set forth below, against claims for injuries to persons, or damages to property, which may arise from or in connection with the performance of the work hereunder by awardee, its subcontracts, agents, representatives or employees.

A. Minimum Scope of Insurance – Coverage shall be at least as broad as:

- (1) Insurance Services Office Commercial General Liability coverage (Occurrence form CG0001), or its equivalent.
- (2) Insurance Services Office form number CA0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto) or its equivalent.
- (3) Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

B. Minimum Limits of Insurance – Awardee shall maintain limits no less than:

- (1) General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
- (2) Automobile Liability: Including contractual liability insuring owned, non-owned, hired and all vehicles by awardee with a combined single limit of not less than \$1,000,000 applicable to bodily injury, or death, and loss of or damage to property in any one occurrence.

- (3) Workers' Compensation Liability: Including Occupational Diseases in accordance with California Law and Employers' Liability Insurance with a limit of not less than \$1,000,000 each accident.
- C. **Other Insurance Provisions – The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:**
- (1) SCAG, its subsidiaries, officials and employees are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of Awardee, products and completed operations of Awardee; premises owned, occupied or used by Awardee; or automobiles owned leased, hired or borrowed by Awardee. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its members, subsidiaries, officials and employees.
 - (2) For any claims related to this project, Awardee's insurance coverage shall be primary insurance as respects SCAG, its members, subsidiaries, officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of Awardee's insurance and shall not contribute with it.
 - (3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its members, subsidiaries, officials and employees.
 - (4) Awardee's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
 - (5) Awardee's Employer's Liability policies shall contain the inclusion of SCAG, its members, subsidiaries, officials, and employees. Awardee's Workers' Compensation policies shall submit a Waiver of Subrogation endorsement in favor of SCAG, its officers, agents, employees and volunteers.
- D. **Deductibles and Self-Insured Retentions – Any deductibles or self-insured retentions in amounts over \$10,000 must be declared to and approved by SCAG.**
- E. **Acceptability of Insurers – Insurance is to be placed with California admitted or approved insurers with a current A.M. Best's rating of no less than A, unless otherwise approved by SCAG.**
- F. **Verification of Coverage – Awardee shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, Awardee shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.**

2024 *Go Human* Community Streets Grant Program Guidelines

January 4, 2024

WWW.SCAG.CA.GOV



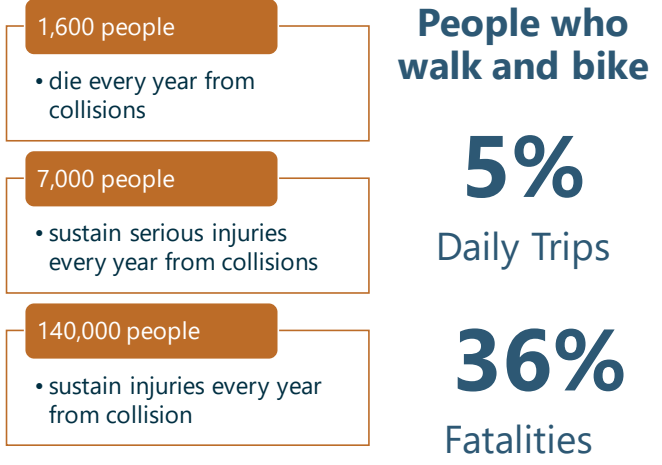
Contents

- 1 Program Background
- 2 Program Goals
- 3 Potential Project Types
- 4 Selection Criteria
- 5 Timeline

Go Human Grant Program Background

- *Go Human* launched in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- With support from the California Office of Traffic Safety (OTS), SCAG has implemented five (5) rounds of community grant funding opportunities since 2018, distributing \$1.2 million+ to 117 projects.
- SCAG seeks to offer a sixth round of funding to local communities through the 2024 *Go Human* Community Streets Grant Program.

Regional Traffic Safety Data Snapshot



**from SCAG's 2024 Draft Connect SoCal Performance Monitoring Technical Report*

Program Goals

- 2024 *Go Human* Community Streets Grant Program is a funding opportunity for community organizations to implement traffic safety and community engagement strategies.

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Max. Funding Amount	\$30,000
Approx. number of projects to be awarded	12



Program Goals

- Build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, particularly those walking and biking.
- Support projects that implement community engagement and traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.



5

Potential Project Types

Community **bicycle rides**, **walk audits** or **open streets** events

Design and development of placekeeping or placebuilding features, such as **public art** or **signage**



Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution



6

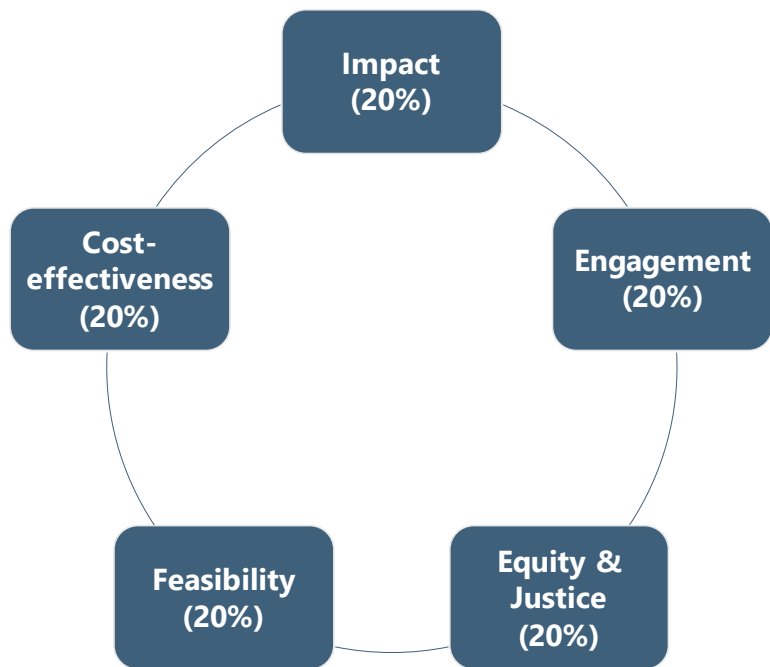
Potential Project Types



7

Selection Criteria

Project proposals will be evaluated based on the following Selection Criteria:



8

Program Timeline*



**Timeline pending Board approval.*



THANK YOU!

For more information, please visit:

scag.ca.gov/go-human

Alina Borja, Associate Regional Planner, SCAG

borja@scag.ca.gov



**AGENDA ITEM 5
REPORT**

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Department Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: RHNA Reform - Legislative Action

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC):

- (1) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (a) establish procedures for the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing the regional determination and (b) require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region.
- (2) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would reinstate a trade and transfer option of RHNA units between two jurisdictions, with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.
- (3) Authorize staff to develop draft legislative language, identify and obtain a legislative author, and advocate for the successful passage of the proposed legislative bills.
- (4) Direct staff to pursue coalition building and partnership opportunities to support the successful passage of the SCAG-sponsored legislative bills.
- (5) Direct staff to provide regular updates to the LCMC on the progress of the SCAG-sponsored legislative bills and future advocacy opportunities and efforts.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

After receiving reports and staff presentations at its August 15, 2023, September 19, 2023, and November 14, 2023, meetings, the LCMC recommends that the Regional Council (RC) authorize SCAG staff to work with SCAG lobbyists to develop legislative language, identify and obtain a legislative author, and advocate for the successful passage of two separate legislative bills, as follows:

- *Increased RHNA Transparency Measures – Require the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing a region’s RHNA determination and require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region; and*
- *RHNA Trade and Transfer – Reinstatement of a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.*

BACKGROUND:

At its September 7, 2023, meeting, the RC approved a series of recommendations on RHNA reform and authorized the Executive Director to submit a comment letter on behalf of SCAG to HCD. The letter included 14 recommendations on ways to improve the RHNA program, including six concepts that would require legislative action to be enacted.

The six recommendations that would require state legislation to be enacted were presented by staff and discussed by the LCMC at its August 15, 2023, September 19, 2023, and November 14, 2023, LCMC meetings. The six legislative concepts in question are:

1. Extend existing need from the regional determination across multiple planning cycles to ensure that the RHNA can be fully accommodated by jurisdictions. Correspondingly, extend the housing element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.
2. Recommend that procedures be established for HCD to publicize its data sources, analyses, and methodology, including assumptions and factors used in the California Department of Finance (DOF) projections and engagement process with the Council of Governments (COG), prior to finalization of the regional determination to facilitate a transparent process with accessible information prior to finalization from HCD.
3. Establish formal processes to review and document HCD’s considerations as part of its regional determination. HCD should also convene an advisory panel of experts that

would advise HCD on their assumptions, data, and analysis prior to HCD making its final determination, which would also minimize politicization of the process.

4. Establish additional due process opportunities for housing need determination with defined grounds on which COGs and jurisdictions can appeal the methodology and assumptions used for housing need determination.
5. Codify an earlier date, which is currently at least 26 months before a housing element due date, for HCD to provide the regional determination to a COG so that more time is available to coordinate with the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and have potentially additional time for the appeals process.
6. Reinstate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

As mentioned above, staff presented these six legislative concepts for information and discussion among LCMC Members at the Committee's August 15, 2023, and September 19, 2023, meetings. At the September 19, 2023, meeting, staff advised that it would engage stakeholders relevant to the RHNA program for their thoughts and feedback concerning the six concepts and report back on staff's findings at the Committee's November 14, 2023 meeting.

Staff presented to or met with several relevant stakeholders, including:

- Consultants to the Assembly Housing and Community Development Committee
- Consultants to the Senate Housing Committee
- Global Land Use and Economic (GLUE) Council
- Representatives from Abundant Housing Los Angeles
- Representatives from the California Association of Councils of Governments
- Representatives from the California Building Industry Association (also included in the meeting were representatives from the BIA's Southern California affiliate)
- Representatives from the California State Association of Counties
- Representatives from the League of California Cities
- SCAG's Housing Working Group
- Sub-Regional Executive Directors of the Councils of Governments in the SCAG region

Staff acknowledges that many more organizations could have been engaged. In the interest of time, however, staff connected with the above organizations due to their reach and influence with similar-minded organizations. In addition to the above, a presentation was made at the October 26,

2023, Orange County Council of Governments (OCCOG) board of directors meeting at the request of OCCOG Chair Wendy Bucknum.

Outreach Feedback:

Generally speaking, all of the organizations that were engaged or received a presentation on RHNA reform understood that the six legislative concepts made sense from a SCAG perspective. Opinions on the proposals differed based upon the organization in question and, of course, that organization's perspectives on housing, housing affordability, homelessness, and climate, and the various intersections thereof.

In many cases, the feedback from the organizations was generic in nature, such as the feedback from SCAG's Housing Working Group. The feedback collected from the GLUE Council, for example, recommended that SCAG support and advocate for any RHNA reform legislation that would lead to an increase in the production of housing in the region but stopped short of identifying one proposal as preferred relative to another. However, The GLUE Council asked about the panel of experts envisioned in Concept Three and whether this panel would include representatives from Councils of Governments, local government, and the building industry.

CSAC's feedback was focused on that organization's support for increased funding for counties to respond to the ongoing homelessness crisis. The CSAC representatives indicated that opportunities for support or potential partnership would be increased to the extent that SCAG's RHNA reform efforts overlapped with their principal legislative priority.

Feedback from the representatives of the League of California Cities indicated a strong openness to any of the six RHNA-reform legislative concepts that SCAG may pursue. That said, the CalCities representatives advised that Concept Four would likely be very unpopular in the State Capitol and that Concept Six would likely encounter much philosophical opposition, as well.

In other cases, the engaged stakeholders provided specific feedback on the six legislative concepts. For example, feedback from the representatives of the sub-regional councils of governments appreciated the conversation relating to Concept One, specifically differentiating the existing need from the future need. Similar to the GLUE Council, the sub-regional COGs also asked about who or what organizations might comprise the panel of experts envisioned in Concept Three. While not one of the six concepts included in SCAG's comment letter to HCD, the sub-regional COGs raised a related issue concerning the subjectivity of the term "substantially compliant" in the housing element update process and how this impacts cities and counties working with multiple staff members at HCD.

Representatives from the building industry expressed skepticism with Concept One, instead asking SCAG to support and advocate for policies that would make achieving both the existing and future

need more realistic. As part of this conversation, these stakeholders invited SCAG to consider supporting CEQA exemptions for sites already contained in a compliant Housing Element to spur housing production. While providing feedback on Concept Two and Concept Three, the building industry representatives asked for a more precise definition of “expert.” They encouraged SCAG to consider including home builders within that definition. Regional representation was also suggested for the composition of any panel of experts. Representatives from the BIA did not make a judgment on Concept Six itself. Still, they did advise that “trade and transfer” remains controversial to some housing advocates with whom they have working relationships.

Feedback from Abundant Housing Los Angeles was particularly specific. Representatives from this organization expressed strong opposition to Concept One, Concept Four, and Concept Six. Abundant Housing expressed openness to Concept Two, saying that additional data could be more helpful in the RHNA determination development process. They expressed skepticism with Concept Three, however, saying that it could further politicize the RHNA process depending upon the size of the panel and the scope of the included experts. Abundant Housing Los Angeles representatives were neutral on Concept Five, noting that additional time between the draft RHNA allocation and the Housing Element deadline could be beneficial.

Lastly, the feedback from the consultants to the legislative committees with jurisdiction over state housing law was particularly insightful. With a recent change in leadership in the State Assembly and a pending change in leadership in the State Senate, both consultants advised that the direction of their respective committees depends upon how (and if) those leadership changes impact their committees. That said, one consultant advised that 2024 may be too soon for significant reforms to RHNA since many cities in the state’s two largest regions are still working to implement their higher RHNA numbers into their Housing Elements.

On the Senate side, the consultant reiterated Senate Housing Committee Chair Scott Wiener’s (D-San Francisco) strong inclination towards equity and ensuring how each city must do its fair share of accommodating the housing need and how that would relate to his feelings on Concept Six. The consultant advised that Concept One, Concept Four, and Concept Six would more than likely be very sensitive topics, while there may be some openness to Concept Two, Concept Three, and Concept Five, depending upon how those proposals might materialize.

Lastly, feedback from the consultant to the Assembly Housing and Community Development Committee included an openness to Concept Two and Concept Three, while advising of the political realities of the others. Feedback from this stakeholder also included a desire to see the Legislature focus its efforts on funding programs to support initiatives to address homelessness and increase affordable housing production.

Recommendation and Prior Committee Action:

After meeting on November 14, 2023, the LCMC recommends the agency sponsor two legislative bills to improve the RHNA program, as follows:

1. **Increased RHNA Transparency Measures** – Require HCD to publicize its data sources, analyses, and methodology prior to finalizing a region’s RHNA determination and require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final RHNA determination to a region; and
2. **RHNA Trade and Transfer** – Reinstate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

Based upon the many conversations on RHNA reform, the LCMC believes the agency’s greatest opportunity for success lies in advocating for increased transparency measures during the development of the RHNA determination. While this concept did encounter some opposition, it received support from a majority of the stakeholders engaged and, notably, was positively received by the consultants to the relevant legislative committees.

The second recommendation to support trade and transfer is consistent with the agency’s support for the practice, albeit not widely used, in which a trade between two jurisdictions will result in the actual development of housing in a manner that affirmatively furthers fair housing and does not create an unintended climate impact.

If approved by the RC, SCAG staff would shop the RC-approved legislative concepts to members of the Southern California legislative delegation. All members of the Southern California legislative delegation should be engaged regarding SCAG’s RHNA reform priorities. However, legislators who serve on the Senate Housing or Assembly Housing and Community Development committees, have demonstrated an interest in housing-related issues, or serve in a leadership capacity would be prioritized for engagement. Legislators who are former members of the Regional Council may also be prioritized.

If a Legislator is interested in authoring a bill that captures SCAG’s RHNA reform concepts, SCAG staff and lobbyists would work with the Office of Legislative Counsel to draft legislative language, including a recommendation on where to insert the language into the existing code. The deadline for requests by legislators to Legislative Counsel to draft bill language is January 19, 2024 and the deadline by which a bill proposal must be introduced in the form of a bill is February 16, 2024.

Concurrent with legislation being drafted, introduced, and assigned a bill number, SCAG would continue to engage our stakeholders, develop model staff reports and support letters, solicit

support from SCAG member cities and counties, and encourage support from our region's COGs and our sister Metropolitan Planning Organizations.

Staff also anticipates prioritizing this topic during the agency's annual Sacramento Summit, planned for March 19 and 20, 2024.

As milestones are met, staff would continue prioritizing these efforts at LCMC meetings for the 2024 legislative year. Staff would also keep the RC apprised of these efforts through regular updates.

Therefore, LCMC voted to forward a recommendation to the EAC and RC as follows:

- (1) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (a) establish procedures for the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing the regional determination and (b) require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region.
- (2) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (c) reinstate a trade and transfer option of RHNA units between two jurisdictions, with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.
- (3) Authorize staff to develop draft legislative language, identify and obtain a legislative author, and advocate for the successful passage of the proposed legislative bills.
- (4) Direct staff to pursue coalition building and partnership opportunities to support the successful passage of the SCAG-sponsored legislative bills.
- (5) Direct staff to provide regular updates to the LCMC on the progress of the SCAG-sponsored legislative bills and future advocacy opportunities and efforts.

FISCAL IMPACT:

Work associated with the staff report "RHNA Reform – Legislative Action" is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation - RHNA Reform Legislative Action

RHNA Reform – Legislative Action

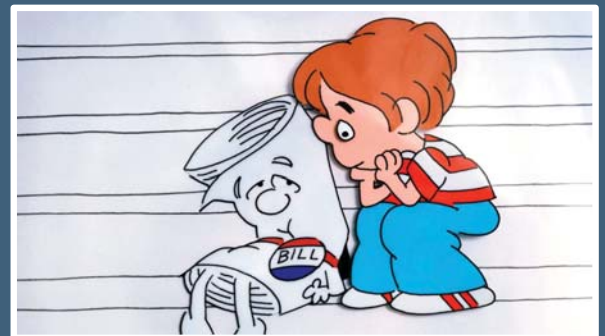
January 4, 2024
Kevin Gilhooley, Legislative Affairs Manager

WWW.SCAG.CA.GOV

LCMC Recommendation: Three concepts, two bills.

1. Increased Transparency Measures

- Publicize data sources, analyses, and methodology prior to finalizing the regional determination.
- Panel of experts



2. Reinstate RHNA Trade and Transfer

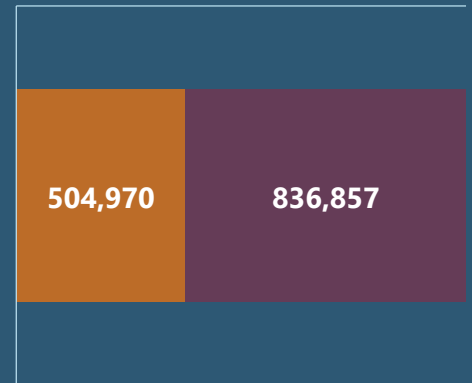
Concept 1: Extend Existing Need

- Extend existing need from the regional determination across multiple planning cycles.
- Correspondingly, extend the Housing Element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.

SCAG REGIONAL DETERMINATION

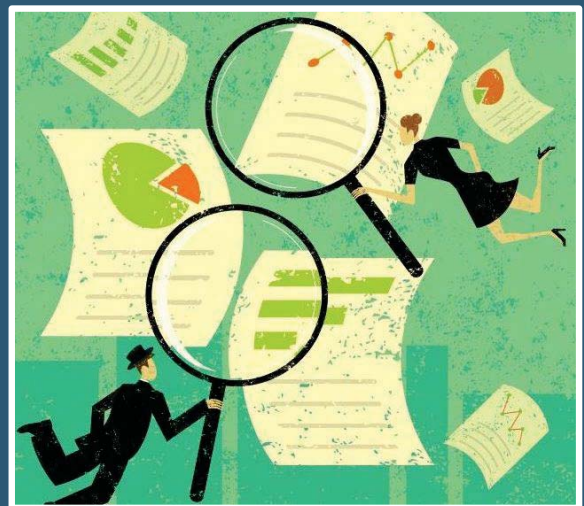
■ Growth ■ Existing Need

1,341,827



Concept 2: Ensure a Transparent Process

- Establish procedures for HCD to publicize its data sources, analyses, and methodology prior to finalizing the regional determination.
 - Including assumptions and factors used in the Department of Finance's projections and HCD's engagement processes with the Councils of Governments.



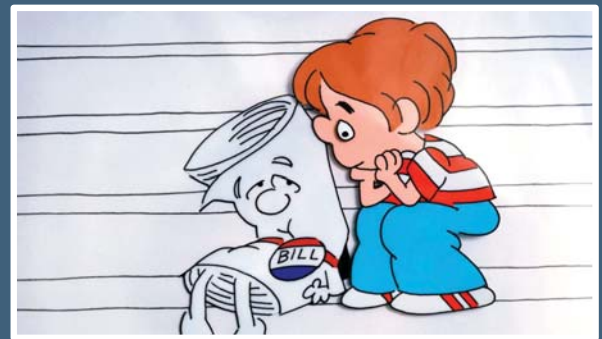
Concept 3: Establish Panel of Experts

- Require HCD to convene a panel of experts that would advise the department on its assumptions, data, and analyses prior to HCD making its final determinations.



Bill Idea #1: Increased Transparency Measures

- A single legislative bill that requires Housing & Community Development to:
 - Publicize its data sources, analyses, and methodology priority to finalizing a region's regional determination.
 - Establish a panel of experts to review and provide feedback on its assumptions, data, and analyses, prior to making its final determination to a region.



Concept 4: Increase Due Process Opportunities

- Establish additional due process opportunities for COGs and jurisdictions to appeal the methodology and assumptions used for housing need determination.



Concept 5: Advance the Regional Determination

- Require that HCD provide the regional determination to a COG earlier than the current 26-month time frame.



Bill Idea #2: Reinstate Trade & Transfer

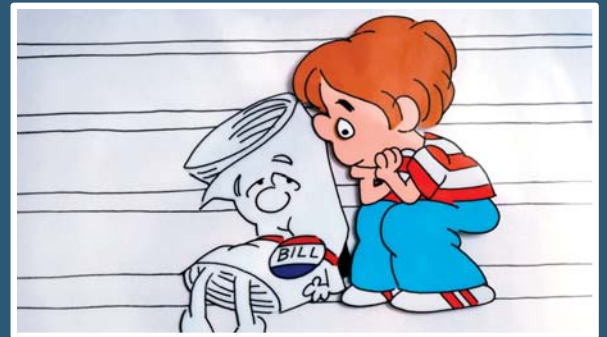
- Reinstate a trade and transfer option of RHNA units between two jurisdictions with guardrails so it furthers state housing objectives.
 - Cities' proximity.
 - Funds transferred between jurisdictions must support affordable housing programs.



Staff Recommendation: Two bills.

1. Increased Transparency Measures

- Publicize data sources, analyses, and methodology prior to finalizing the regional determination.
- Panel of experts



2. Reinstate RHNA Trade and Transfer

Next Steps (in 2024)

01/04 – Regional Council Meeting

01/16 – January LCMC

01/19 – Bill Request deadline to Legislative Counsel

02/16 – Bill Introduction Deadline

02/19 – February LCMC

03/19 & 20 – SCAG Sacramento Summit



THANK YOU!

For more information, please visit:

[SCAG.CA.GOV/LEGISLATION](https://www.scag.ca.gov/legislation)



AGENDA ITEM 6
REPORT

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2024 State & Federal Legislative Platform

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Reaching the mid-point of the 2023-2024 Legislative Session, the California State Legislature will reconvene during the week of January 3, 2024. The Legislative/ Communications and Membership Committee (LCMC) recommends a mid-cycle update to SCAG’s adopted 2023 State and Federal Legislative Platform in preparation for the second half of the Legislative Session. Staff made recommendations to the LCMC for minor updates to the platform resulting from collaboration between SCAG’s legislation department and the various departments within the planning division. These recommendations include removing redundancies and outdated goals, updating language, and increasing conciseness, as well as minor changes recommended by the SCAG Planning Department staff that update the platform to be consistent with the agency’s work, newly implemented laws, and other changes to the landscape under which SCAG operates. These recommendations were approved at the November 14, 2023 LCMC as a consent calendar item.

The draft platform is now being presented to the Executive Administration Committee (EAC) and Regional Council (RC) for review and final adoption at the January 2024 meeting. If approved by the RC, staff will immediately work to advance these priorities in 2024.

BACKGROUND:

With the first half of the two-year 2023-2024 Legislative Session accompanying robust legislative activity, the LCMC recommends a mid-cycle update to the adopted 2023 State and Federal Legislative Platform. As part of this update, Legislation Department staff reached out to all SCAG planning departments to identify improvements and updates to the platform in response to new

and emerging issues for 2024. Staff then presented its recommendations, including those from the Legislation Department and SCAG's various planning departments at the November LCMC as a consent calendar item and it passed unanimously.

Given the minor nature of the proposed updates, the LCMC unanimously approved the item at its November 14, 2023 meeting as part of the consent calendar.

The proposed changes are summarized below.

STATE

First, the LCMC recommends adding two points to the *Active Transportation* section to support the development and implementation of Complete Streets initiatives. Complete Streets refers to a comprehensive planning approach aimed at increasing safety measures and street design to facilitate the usage of active transportation methods such as biking, walking, and other self-powered modes of transit. A similar point to incentivize Mobility as a Service (MaaS) has been eliminated from the *Transit & Rail* section to reduce redundancy. Transit safety and security for employees and the public are strengthened by a new point added to the *Transportation Safety* section. These modifications are recommended to address feedback from various SCAG Planning Departments.

Second, the LCMC recommends deleting points or clauses that follow an outdated timeline entering 2024. For instance, a platform point regarding participation in the Department of Housing and Community Development's public engagement process has been eliminated from the *Affordable Housing & Housing Production* section due to progression within this housing cycle and the RHNA process. Furthermore, mentions of the COVID-19 pandemic have also been removed.

Third, the LCMC recommends underscoring legislation aimed at transportation connectivity throughout the State. For this recommendation, staff recommends adding three points to the *Transit & Rail* section that addresses multimodal connectivity through a resilient, weather-resistant system. Similarly, the LCMC addresses efforts to reconnect marginalized communities separated by highway or railway barriers in the *Racial Justice* section.

FEDERAL

The LCMC recommends various changes to the Federal Platform to maintain consistency with the State Platforms. These include adding points in the *Active Transportation*, *Transit & Rail*, and *Racial Justice* sections illustrating the importance of integrating multiple modes of transportation and connectivity across the SCAG region, including Complete Streets programs, weather-resilient systems, and removing transit or highway barriers towards community access or economic development. Additionally, active transportation funding for these initiatives is underscored

through a new point in the *Surface Transportation Policy & Funding* section that supports funding for the Active Transportation Infrastructure Investment Program (ATIIP).

Second, the LCMC recommends strengthening the federal platform's emphasis on environmental sustainability, thus adding a point supporting MPO programs like the Carbon Reduction Program to the *Air Quality, Environment, & Water* section. This point was also added for consistency with the agency's draft 2024 Federal Priorities.

Third, the LCMC highlights the importance of transit safety through funding Connect SoCal strategies geared for rider safety in the *Transportation Safety* section and public safety in a *Transit & Rail* point that maintains consistency with the State Platforms.

Lastly, to promote clarity, two points from the 2023 platforms were relocated from the *Transit & Rail* section to the *Technology and Data* section per request from the planning staff. Furthermore, mentions of COVID-19 were removed from the federal platform.

Prior Committee Action

Staff included the draft 2024 State & Federal Legislative Platform at the November 14, 2023, LCMC as part of the consent calendar. The Committee voted unanimously to forward the 2024 State and Federal Platform for the EAC and RC with a recommendation to approve.

FISCAL IMPACT:

Work associated with the 2024 State and Federal Legislative Platform staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2024 Federal Leg Platform - Redline
2. 2024 Federal Leg Platform - Clean
3. 2024 State Leg Platform - Redline
4. 2024 State Leg Platform - Clean



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

20232024 FEDERAL LEGISLATIVE PLATFORM

About SCAG

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

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

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

SCAG’s Legislative Program

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

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

The following state and federal legislative principles for **20232024** encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.



ACTIVE TRANSPORTATION

1. Support increased funding to active transportation to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
3. Support legislation that facilitates the development of Complete Streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
- 2.4. Support legislation that facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.

AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

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

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

BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide ~~exposed by the COVID-19 pandemic.~~
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 funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).



4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs pertaining to climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, opportunity for improvement, 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 provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
6. Support additional flexibility in the use of federal resources to support integrated planning and technical assistance from MPOs for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.

FREIGHT & GOODS MOVEMENT

1. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
2. Support increased transparency measures for competitive grant awards.
3. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
4. 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 negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
5. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

PROJECT STREAMLINING

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



2. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

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.
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.
3. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.
4. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

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 in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds.

TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services in the region to reduce congestion and enhance sustainability.
- ~~2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.~~
- ~~3.2. Support federal grant/grants or pilot programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.~~
- ~~4. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.~~
- ~~5. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.~~
- ~~3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.~~

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4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
5. Support legislation that facilitates the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, programs, processes, and practices to address the legacy and impact of past planning decisions in the region.
2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. 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.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address climate change impacts.
5. 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.
6. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
7. Support new dedicated funding for transportation demand management (TDM) programs and strategies.
8. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP).
9. Support investment in the Active Transportation Infrastructure Investment Program (ATIIP) and the Healthy Streets program.
10. Support investment in the Carbon Reduction Program (CRP), including technical resources to administer the CRP, and other programs which MPOs are required to administer in the future.

TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives, which aim to reduce GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways, and highways.
2. Support a technology-neutral position when promoting alternative fuel and vehicle types.
3. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.



4. 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.
5. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.
6. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.

TRANSPORTATION SAFETY

1. Support increased funding to transportation safety to provide the resources necessary to implement Connect SoCal strategies (e.g., Quick Builds)
- 4.2. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.



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

2024 FEDERAL LEGISLATIVE PLATFORM

About SCAG

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

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

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

SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 2024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2024 Federal Leg Platform - Clean (2024 State & Federal Legislative Platform)

ACTIVE TRANSPORTATION

1. Support increased funding to active transportation to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
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AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

1. As the population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
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), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.
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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.
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BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide.
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3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

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1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs pertaining to climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, opportunity for improvement, and other quantifiable measures.
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4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
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6. Support additional flexibility in the use of federal resources to support integrated planning and technical assistance from MPOs for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.

FREIGHT & GOODS MOVEMENT

1. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
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3. Support efforts to protect the tax exemption of municipal bonds.

TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services in the region to reduce congestion and enhance sustainability.
2. Support federal grants or programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
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RACIAL JUSTICE

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2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. 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.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address climate change impacts.
5. 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.
6. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
7. Support new dedicated funding for transportation demand management (TDM) programs and strategies.
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1. Support funding for Smart Cities plans and initiatives, which aim to reduce GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways, and highways.
2. Support a technology-neutral position when promoting alternative fuel and vehicle types.
3. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
4. 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.
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TRANSPORTATION SAFETY

1. Support increased funding to transportation safety to provide the resources necessary to implement Connect SoCal strategies (e.g., Quick Builds)
2. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.



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

20232024 STATE LEGISLATIVE PLATFORM

About SCAG

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

SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 20232024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2024 State Leg Platform - Redline (2024 State & Federal Legislative Platform)

Policy Statement

The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.

Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the 19 million people of the SCAG region deserve to be represented at the local level and that the best solutions to pressing public policy issues are 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 our specific needs and meet statewide policy goals. We support efforts that promote the use of our local knowledge from our lived experiences and oppose efforts that would discount or exclude our important contributions.

The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.

ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
3. Support legislation that empowers local agency control and design standards where local streets cross state right-of-way.
4. Support legislation that facilitates the development of Complete Streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
5. Support legislation that facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.

AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
2. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
3. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax

increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.

4. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
5. Advocate for the consistency within state law, the sometimes-competing demands contained within SB 375, [\(Steinberg, 2008\)](#), and the Regional Housing Needs Assessment (RHNA).
6. Advocate for stronger coordination and flexibility between the California Department of Housing & Community Development (HCD) and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements.
7. Support legislation that reforms RHNA that advance fairness, transparency, and accelerate housing production, pursuant to the Regional Council-approved comment letter sent to HCD in September 2023.
- ~~7.8. Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool to facilitate effective planning for and development of housing in an equitable and collaborative manner.~~
- ~~8. Maintain active participation in the Department of Housing and Community Development and Office of Planning and Research's stakeholder engagement process to improve the development of the regional housing need allocation and regional methodology.~~
9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.34 million units.
10. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
11. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
12. Support programs and legislation that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions.

BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide ~~exposed by the COVID-19 pandemic.~~
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 funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

BUILDING RESILIENCE

1. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.
2. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and rebuild from resulting natural disasters.
3. In collaboration with other MPOs and stakeholders, explore potential improvements to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
4. -Support the investment of General Fund and GGRF resources for urban greening, healthy soils, carbon sequestration, context-sensitive forest health, and fire prevention activities.
5. Support the preservation of net-GHG-reducing agriculture with a focus on economic development, local food production, and supply.
6. Promote the integrated planning for land use with water supply and quality.

CONGESTION REDUCTION

1. Support new sources of dedicated funding for transportation demand management (TDM) programs and strategies at the regional, county, and local levels.
2. Support legislation that would provide new funding sources for existing strategies or develop new strategies for reducing congestion caused by school trips.
3. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

EXPANDING ECONOMIC OPPORTUNITY & ECONOMIC DEVELOPMENT

1. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
2. Support identification of new and ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.
3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
4. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.
5. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

FREIGHT & GOODS MOVEMENT

1. Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP) to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

2. 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 negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

GOVERNMENT EFFICIENCY

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

PROJECT STREAMLINING

1. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
2. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
3. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
4. Support efforts to improve the implementation of SB 743's vehicle miles traveled (VMT) analysis provisions, including: (a) more comprehensive CEQA guidance on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionality), (c) assessing (and accounting for) any unintended consequences on housing development, (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations to reduce VMT within the context of the State's unique and diverse landscapes.
5. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

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.
2. Support statewide and county efforts to collect public health-related data stratified by race and ethnicity to allow for improved health equity analyses.
3. 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.
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 all ages and abilities can maximize

opportunities for active lifestyles, have access to essential services, and use transit or active transportation options.

5. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, programs, and practices to address the legacy and impact of past planning decisions in the region.
2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

TECHNOLOGY & DATA

1. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, connected autonomous vehicles, aviation, maritime, commerce, and micro-mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
- ~~4. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.~~
- ~~5-4.~~ Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- ~~6-5.~~ Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
- ~~7-6.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes, while maintaining anonymity and privacy of the individual user.
- ~~8-7.~~ 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, support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.
- ~~9-8.~~ 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.

TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
- ~~2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.~~
- ~~3.2. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.~~
- ~~3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.~~
- ~~4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.~~
- ~~5. Support legislation that encourages the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.~~

TRANSPORTATION DEVELOPMENT ACT

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

TRANSPORTATION FUNDING

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

TRANSPORTATION SAFETY

1. Support legislation and updated statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
2. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
3. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.
4. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

WATER

1. Support an "all of the above" approach to the State's drought and water shortage emergency, including: (a) improving water efficiency and reuse, (b) enhancing water systems' health and resilience, (c) developing new water supply and storage, and (ed) supporting investments in water infrastructure, efficiency, and conservation practices that support the region's economic and population growth and foster planning for the region's housing needs identified in Connect SoCal.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.



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

2024 STATE LEGISLATIVE PLATFORM

About SCAG

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

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

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

SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 2024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2024 State Leg Platform - Clean (2024 State & Federal Legislative Platform)

Policy Statement

The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.

Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the 19 million people of the SCAG region deserve to be represented at the local level and that the best solutions to pressing public policy issues are 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 our specific needs and meet statewide policy goals. We support efforts that promote the use of our local knowledge from our lived experiences and oppose efforts that would discount or exclude our important contributions.

The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.

ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
3. Support legislation that empowers local agency control and design standards where local streets cross state right-of-way.
4. Support legislation that facilitates the development of Complete Streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
5. Support legislation that facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.

AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
2. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
3. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax

increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.

4. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
5. Advocate for the consistency within state law, the sometimes-competing demands contained within SB 375 (Steinberg, 2008), and the Regional Housing Needs Assessment (RHNA).
6. Advocate for stronger coordination and flexibility between the California Department of Housing & Community Development (HCD) and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements.
7. Support legislation that reforms RHNA that advance fairness, transparency, and accelerate housing production, pursuant to the Regional Council-approved comment letter sent to HCD in September 2023.
8. Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool to facilitate effective planning for and development of housing in an equitable and collaborative manner.
9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.34 million units.
10. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
11. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
12. Support programs and legislation that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions.

BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions 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 funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
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2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
4. Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
5. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
6. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes, while maintaining anonymity and privacy of the individual user.
7. 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, support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.
8. 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.

TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
2. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.

3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
5. Support legislation that encourages the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.

TRANSPORTATION DEVELOPMENT ACT

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

TRANSPORTATION FUNDING

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

TRANSPORTATION SAFETY

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

4. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

WATER

1. Support an “all of the above” approach to the State’s drought and water shortage emergency, including: (a) improving water efficiency and reuse, (b) enhancing water systems’ health and resilience, (c) developing new water supply and storage, and (d) supporting investments in water infrastructure, efficiency, and conservation practices that support the region’s economic and population growth and foster planning for the region’s housing needs identified in Connect SoCal.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
January 4, 2024

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: January 2024 State and Federal Legislative Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

New State Assembly Leadership

California Assembly Speaker Robert Rivas appointed new Chairs to lead the Assembly’s Committees. Of importance to SCAG, Assemblymember Lori Wilson (D-Suisun City) was appointed Chair of the Assembly Transportation Committee, replacing Assemblymember Laura Friedman (D-Glendale). Chair Wilson was first elected in 2022 and represents all of Solano County and portions of Contra Costa and Sacramento counties. Speaker Rivas also appointed Assemblymember Chris Ward (D-San Diego) as Chair of the Assembly Housing and Community Development Committee, which was previously chaired by Assemblymember Buffy Wicks (D-Oakland). First elected in 2020, Chair Ward represents portions of the cities of El Cajon and San Diego in San Diego county. Chair Rivas appointed Assemblymember Buffy Wicks (D-Oakland) as Chair of the Appropriations Committee. Chair Wicks was first elected to State Assembly in 2018 and represents portions of the counties of Alameda and Contra Costa.

Speaker Rivas also appointed new Assembly leadership. Assemblymember Jim Wood (D-Santa Rosa) was named Speaker pro tempore and Assemblymember Cecilia Aguiar-Curry (D-Winters) was appointed Majority Leader. Lastly, Assemblymember Matt Haney (D-San Francisco) was appointed Majority Whip.

FEDERAL

California to Receive \$6.1 Billion Investment for High-Speed Rail (HSR)

On December 8, 2023, President Biden announced awards of \$6.1 billion to two California HSR projects, the first two in the state. \$3.1 billion of the award will continue to fund the construction of the California High-Speed Rail segment that connects the Central Valley cities of Merced, Fresno, and Bakersfield. This segment is part of Phase 1 of the project, which will ultimately connect riders from Los Angeles to San Francisco. Phase 2 of the project aims to connect riders to San Diego and Sacramento in the future. California is still looking for more funding to supplement the project.

\$3 billion of the award will go to Brightline Holdings, LLC to fund a HSR line between Los Angeles and Las Vegas. Brightline built the only privately owned and operated intercity passenger railroad in the U.S., connecting Miami and Orlando, Florida. The Los Angeles-Las Vegas Brightline project will operate as a public-private partnership between Brightline and the State. With this collaboration, Brightline is optimistic that its HSR line will be operational before the 2028 Olympic Games.

Safe Streets and Roads for All Program Awards Announced, SCAG Receives \$12 million

On December 13, 2023, the Department of Transportation announced \$817 million in awards for the Safe Streets and Roads for All (SS4A) Grants. SS4A grants facilitate the planning and implementation of road safety projects. Numerous cities and counties within the SCAG region were awarded SS4A Grants, including the counties of Ventura, Santa Barbara, and Los Angeles, and the Cities of Santa Ana, Santa Barbara, San Bernadino, Pico Rivera, Ontario, Hawthorne, Anaheim, and others. SCAG was awarded \$12 million for the development of an action plan, demonstration, and supplemental planning for the SCAG Go Human Regional Safety Action Plan & Strategies. Go Human aims to reduce traffic collisions and increase the use of active transportation through community engagement and educational resources.

Representative Mike Johnson (R-LA) Elected as New House Speaker

After former Speaker Kevin McCarthy (R-CA) was ousted from the House Speakership in October, Mike Johnson has been elected as the new Speaker of the House. Speaker Johnson's election ends a month of vacant leadership for Congress. As Speaker, Rep. Johnson now assumes the role of managing the House's day-to-day tasks.

Fiscal Year (FY) 2024 Appropriations Update

The federal government's new fiscal year (FY) began on October 1, 2023. Congress funds the federal government's various agencies and branches through twelve annual spending bills. Congress has yet to agree on its appropriations bills, but on November 17, 2023, a two-pronged Continuing Resolution (CR) was passed to fund the government temporarily. The first bill in the resolution funds the Transportation-Housing and Urban Development (T-HUD), the Energy Department, Veterans Affairs, and the military until January 19, 2024. The second bill funds the rest of the government until February 2, 2024. Congress is in recess until January 9, 2024, giving members ten days upon reconvening before the first deadline to pass another CR before a partial government

shutdown begins. Congress must approve appropriations for FY 2024 or approve another CR before those deadlines to avoid a partial or full government shutdown.

Of importance to SCAG, T-HUD appropriations fund the Department of Transportation, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). T-HUD also funds the Department of Housing and Urban Development and the nation’s federal housing programs. While the House and Senate Appropriations Committees have passed a T-HUD bill, the two chambers have not yet reconciled their differences.

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
All Stations Accessibility Program	January 30, 2024	Federal Transit Administration
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	February 28, 2024	DOT Office of the Secretary

Of note, Low and No Emissions Vehicle (Bus) Grants and Safe Streets for All Grants will be opening in early 2024.

FISCAL IMPACT:

Work associated with the January 2024 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: David Kyobe, Associate Regional Planner
(213) 236-1858, kyobe@scag.ca.gov

Subject: REAP 1.0 Biannual Program Update

RECOMMENDED ACTION FOR CEHD:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File.

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

EXECUTIVE SUMMARY:
Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP 1.0 funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.

BACKGROUND:
Under the California 2019-20 Budget Act, SCAG was eligible for \$47 million in REAP funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA.

SCAG has framed the REAP funding into three umbrella categories:

1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

This report provides an update on the REAP program implementation activities, organized by each umbrella category, with an additional update on administrative actions related to program implementation.

The last update was presented to the CEHD Committee at its July 6, 2023 meeting and SCAG staff intends to continue providing program updates on a bi-annual basis. In addition, as the REAP funded programs begin to produce results and deliverables, staff will coordinate presentations to the CEHD committee on the impacts and lessons learned in the program.

REAP Program Administration

AB 101 originally required that all REAP 1.0 funds must be expended by December 31, 2023. SB 197, which was enacted on June 30, 2022 and immediately took effect, extended the REAP 1.0 expenditure deadline to December 31, 2024.

REAP Program Updates

1. Partnerships and Outreach

There are three programs within the Partnerships and Outreach category of SCAG's REAP funding.

1) Subregional Partnership Program

SCAG set aside approximately \$24 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

Over 70 SRP projects were developed under SRP. Because completion timelines vary, SCAG staff has been preparing a closeout report for each project.

A few recently completed projects include:

- Establishing a program for a regional housing trust for ongoing revenue for housing production (Westside Cities Council of Governments, Gateway Cities Council of Governments).
- Developing a Site Inventory Tool to enable jurisdictions to find sites available for residential development (Western Riverside Council of Governments).
- Conducting a Housing Infrastructure Needs Assessment is an assessment to identify the infrastructure needed and funding opportunities for the unincorporated “Colonias” of the County (Imperial County).
- Creating a Commercial Redevelopment to Sustainable Housing project that will identify commercial properties that are strong candidates for redevelopment into housing (South Bay Cities Council of Governments).

Over the next few months, SCAG anticipates many transformative projects to reach milestones and completion. Highlighted projects include:

- Orange County Council of Governments (OCCOG)/Gateway Cities Council of Governments (GCCOG)/Ventura Council of Governments (VCOG) Cross-regional Accessory Dwelling Unit (ADU) Communication Toolkit -- a multi-regional collaborative project to enable jurisdictions to educate the public about opportunities for ADU production and meet common goals.
- County of Imperial Colonias Housing Infrastructure Needs Assessment – an assessment of infrastructure needed and identification of funding opportunities to increase housing stock in the unincorporated Colonias of the County.
- San Bernardino County Transportation Authority/Council of Governments (SBCTA/SBCOG) Infrastructure Pilot Toolkit that will be a county-wide SB 1000 Toolkit for local jurisdictions that provides guidance regarding environmental justice in local land use planning.

SCAG will continue to update the CEHD Committee on various SRP projects in upcoming biannual reports and publicize highlighted deliverables as they become available.

2) Call for Collaboration

In partnership with the California Community Foundation (CCF) and other philanthropic organizations, the Call for Collaboration program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fostered diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

This project was successfully completed in Summer 2023.

3) Housing Policy Leadership Academy (HPLA)

SCAG procured a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. A total 154 graduates participated and prepared a culminating group research project and policy proposals. Selected HPLA participants presented their policy proposals to the CEHD committee in February 2023. The HPLA is now complete.

2. **Regional Housing Policy Solutions**

There are three programs in the Regional Housing Policy Solutions category.

1) RHNA Methodology/Allocation

Due to restrictions from HCD on using REAP 1.0 funding for RHNA reform, SCAG limited its planned remaining RHNA work under REAP to creating a lessons learned and best practices document on the 6th cycle RHNA.

2) Data Tools and Technical Support for Housing Element Updates

In June 2022, SCAG launched a new program offering consultant grant writing assistance for housing-supportive opportunities for jurisdictions and Tribal Governments. The technical assistance provides technical assistance to recipients to ensure that the jurisdiction or Tribal Government meets application evaluation criteria for various grants offered by public agencies such as HCD. Four jurisdictions and two Tribal Governments have begun receiving technical assistance. A total of seven (7) jurisdictions and two (2) Tribal Governments are actively receiving direct technical assistance. An additional recipient of this program, the City of Needles, was awarded \$445,000 from the Prohousing Incentive Pilot Program.

3) Housing Policy Solutions Research

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item was established to develop collaboratively funded university studies (“university partnerships”) or other partnerships and engagements that provide research and recommendations on best practices that accelerate housing production. The key deliverables will consist of policy briefs and periodic white papers on timely topics and best practices. Five efforts are underway or completed for this program:

1. *Other to Residential*: The Other-to-Residential project considered the opportunities and barriers for conversion of underutilized non-residential sites to much-needed residential use in the SCAG region. The underutilized non-residential land uses included retail commercial uses, gas stations, brownfields, and golf courses. The final product, an Other-to-Residential

Toolkit, showcases case studies and best practices in the conversion of non-residential land uses, and was completed in July 2022.

2. *Housing Development Streamlining:* The Housing Development Streamlining Project will offer guidance documents, best practices, workshops, and other materials and resources to support local jurisdictions' efforts to streamline their CEQA and general administrative review processes. A total of 14 guidance documents were published covering a range of topics, including CEQA streamlining, exemptions, and other State laws. A total of four workshops were held to provide technical support on these topics. The dedicated webpage (<https://scag.ca.gov/development-streamlining-efforts>) includes presentations and recordings of the workshops and other materials. Additionally, the consultant has completed one office hours session and presented additional materials in collaboration with SCAG's Toolbox Tuesdays. The consultant is still working on additional technical assistance which will take place in early 2024.
3. *Smart Permitting:* The City of Cerritos pilot program, as a part of the Future Communities Pilot Program (FCPP), continues making progress on its online permitting platform to accelerate housing production but has encountered some contractual and software-related delays. The project timeline was extended in response to dynamic needs; data findings, best practices, and regional replicability will now be anticipated by Spring 2023. The project team has developed a series of immediate strategies to increase production support and explore alternative options for completing the final project tasks and improving upon the efficiency of the platform.
4. *Tax Increment Financing (TIF):* An expansion of SCAG's TIF pilot program, this project includes technical assistance to advance the establishment of innovative self-help financing districts for local jurisdictions that can accelerate housing production, including Enhanced Infrastructure Financing Districts (EIFDs). The project will complete studies for the County of Imperial and the City of Barstow incorporating best practices for district establishment and infrastructure financing and will have a specific focus on implementing housing supportive infrastructure and expanding housing supply. Scheduled to be completed in early 2024, the project will produce a tax increment funding model, general fund fiscal impact model, and refined lists of infrastructure projects that will be implementable for the two jurisdictions participating.
5. *Preservation Strategy:* The purpose of this program is to develop a series of recommendations for a comprehensive preservation program focused on both current affordable housing with expiring covenants as well as naturally occurring affordable housing (NOAH) at risk of converting to market rate. The project kicked off in September 2022 and work is currently underway. The Preservation Advisory Committee has convened three

times over the last several months and has one remaining convening. As part of the project, the consultant has produced a series of deliverables including a draft cost-benefit analysis tool and a draft white paper that is currently under review.

3. *Sustainable Communities Strategies Integration*

There are three programs in the SCS Strategies Integration category.

1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

This program (<https://scag.ca.gov/sustainable-communities-program>) was designed to provide resources and direct technical assistance to jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. There are three eligible categories for this program including: (1) implementing ADU programs; (2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts; and (3) streamlining housing permitting, parking reduction strategies, housing-related specific plans and other pro-housing policies. Staff assembled the 26 applications received into 12 project bundles based on similar project outcomes and deliverables.

Over the next four months, SCAG anticipates completion of the bundles. Highlighted projects include:

- HSD 1-B: This bundle is a technical assistance project that supports the development of ADU policies and programs for the cities of Buena Park, Garden Grove, Paramount, and Santa Fe Springs. The project has produced a public online cost calculator, six sets of pre-reviewed ADU standard design plans, and a host of technical reports and materials that aim to better inform local staff and officials of the ADU landscape in their cities. This project is expected to complete in early 2024.
- HSD 3-A1 Objective Design Standards Bundle – Los Angeles County: This bundle is a technical assistance project to develop multi-family and mixed-use objective development standards for the cities of Montebello, Santa Fe Springs, Santa Monica, and South Pasadena. A cost estimator tool has also been created for each city along with a streamlined housing permit application form and a fact sheet to aid public understanding. The project was completed in December 2023.
- HSD Project 2-B consists of one application from the City of Palmdale. The goal of this project is to provide planning and development assistance to the City of Palmdale to facilitate shovel ready development of 13 acres of surplus land owned by the City and the local school district into affordable workforce housing. The project is expected to be completed in mid-2024.

2) Transit Oriented Development Work Program

LA Metro Partnership: SCAG and Metro created a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership to fund a three-part program that promotes housing production near transit stations. Each part aims to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach, and industry forums. The goal of the partnership is to plan for nearly 10,000 units of housing on transit-adjacent properties. Part one of the three-part program, the Joint Development Strategy, has been completed. SCAG staff are working closely with Metro to complete the remaining two programs, the Community Collaboration for Equitable Housing Acceleration and the Joint Development Housing Lab.

Metrolink TOD Study: SCAG and SCRRRA are partnering through an MOU to identify and encourage transit-oriented housing and redevelopment opportunities throughout Metrolink's network and around its stations. Emphasis is being made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commissions are being included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities. Priority Growth Area (PGA) Analysis

SCAG has pursued partnerships to further next steps on housing supportive land use analyses and strategy development in Priority Growth Areas (PGA). To further next steps on supportive land use analyses and strategy development in Priority Growth Areas (PGA), staff developed a partnership with the City of Pomona to leverage their existing Transformative Climate Community grant fund. The partnership with the City of Pomona developed a housing land use suitability and infrastructure study to analyze the potential for the development of affordable housing on City-owned parcels in the downtown area. The recommendation report, which includes technical studies and analysis, is currently being finalized and will be completed by the end of 2023.

FISCAL IMPACT:

Work associated with this item is included in the FY 2023-24 Overall Work Program (300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101).

ATTACHMENT(S):

1. PowerPoint Presentation - REAP Biannual



SCAG's Regional Early Action Plan (REAP) *Biannual Program Update*

Ma'Ayn Johnson, AICP
Manager of Housing
January 4, 2024

WWW.SCAG.CA.GOV

Grant Administration

- Total award amount: \$47M
- Goal and purpose: To increase housing supply and accelerate housing production
- REAP 1.0 Deadline Extension SB 197, July 2022
 - HCD expenditure due date December 2024
 - Updated MOUs and contracts, as needed

REAP Program Areas

Partnerships & Outreach



- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy

Regional Housing Policy Solutions



- Data and Technical Support for Housing Element Updates
- Grant writing technical assistance
- Housing Policy Solutions Research

Sustainable Communities Strategies (SCS) Integration



- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

Other



- RHNA Methodology/ Allocation
- Administration

Subregional Partnership Program

\$24.7M Program

15 subregional partners

Over 70 individual projects across the region



Completed projects include

- Westside Cities COG Subregional Affordable Housing Funding Program
- County of Los Angeles Parking Strategies to Increase Housing Production
- Western Riverside Council of Governments (WRCOG) Site Inventory Tool to enable jurisdictions to find sites available for residential development.

Upcoming projects include

- OCCOG/Gateway Cities COG/VCOG Cross-regional ADU Communication Toolkit
- County of Imperial Colonias Housing Infrastructure Needs Assessment
- San Bernardino COG SB 1000 Environmental Justice Toolkit

REAP Partnership & Outreach Programs

Call for Collaboration

- 15 awards to non-profit and community-based organizations, totaling \$1.25 million
- All projects completed in Spring 2023

Leadership Academy

- Last of 10 sessions held in November 2022
- Almost 200 individuals completed the program and presented on a policy proposal
- Forum #3 and #4 held in August and November 2022
- Full closeout in early 2023

Regional Housing Policy Solutions

RHNA Methodology/Allocation

- SCAG submitted a comment letter with RHNA reform recommendations to the California Department of Housing and Community Development (HCD) in September 2023

Housing Element Update Data & Technical Assistance

- Online permitting portal platform with the City of Cerritos: Regional replicability and best practices
- Grant writing technical assistance: Eleven (11) subrecipients have or are receiving direct TA

Housing Policy Research

- Other to Residential Toolkit: received both the APA Los Angeles and APA California chapters Award of Excellence in the Best Practices category, which recognizes how innovative planning practices can create lasting communities of value.
- Development streamlining resources and training: Fourteen guidance documents published, workshops and one-on-one meetings completed in 2023
- Tax Increment Financing strategies: One EIFD formed, and several scheduled for formation in 2024
- Housing Preservation Strategy: this project with the City of Riverside will no longer move forward due REAP funding time constraints

2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

- \$5M in funding approved for 26 projects
- Completion of bundles at the end of 2023
 - ADU bundle 1-B: Technical assistance, user-friendly handbook, pre-reviewed standard design plans
 - ADU bundle 1-C: Pre-reviewed standard plans and public engagement
 - EIFD bundle: City of Covina formed an EIFD, County of Imperial and One San Pedro formation targeted for Q1/Q2024

Program/Bundle Types

Advancing accessory dwelling unit (ADU) implementation

Housing sustainability districts, workforce housing opportunity zones, and housing supportive tax increment financing districts

Objective development standards for streamlined housing, pro-housing designation program, and parking innovation

Transit Oriented Development Work Program

Partnership with LA Metro

- Completion of Joint Development Strategy
- Metro Community Collaboration for Equitable Housing Acceleration and the Joint Development Housing Lab to be completed in Q1 2024

Housing production near transit stations

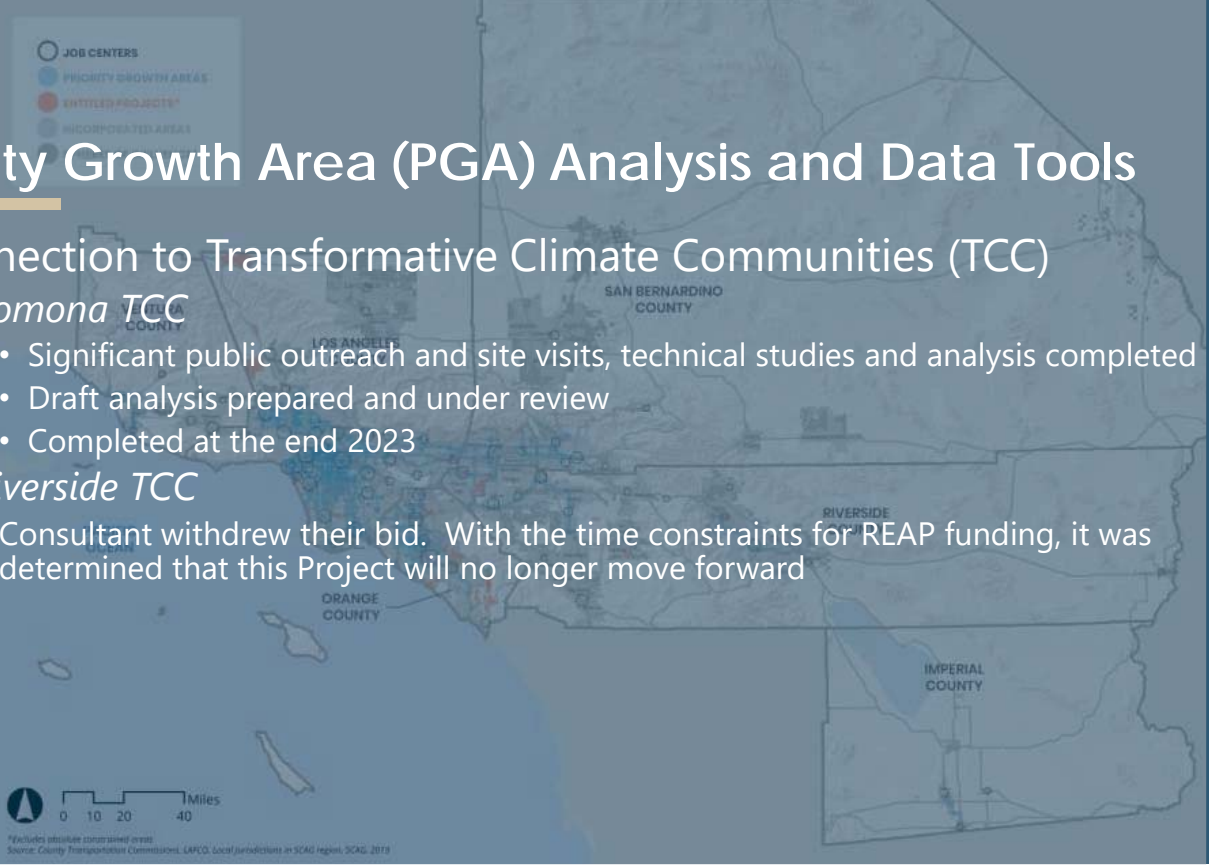
Partnership with SCRRRA (Metrolink)

- Nine stations selected to participate in real estate analysis and strategy
- Completely optional participation

Priority Growth Area (PGA) Analysis and Data Tools

- Connection to Transformative Climate Communities (TCC)
 - *Pomona TCC*
 - Significant public outreach and site visits, technical studies and analysis completed
 - Draft analysis prepared and under review
 - Completed at the end 2023
 - *Riverside TCC*

Consultant withdrew their bid. With the time constraints for REAP funding, it was determined that this Project will no longer move forward



THANK YOU!

For more information, please visit:

www.scag.ca.gov/housing



AGENDA ITEM 9
REPORT

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Fiscal Year (FY) 2022-2023 External Financial Audit

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG's external independent auditor, Eide Bailly, LLP, has completed the audit of SCAG's FY 2022-23 financial statements, and the results of the audit were presented to the Audit Committee on December 12, 2023. Eide Bailly issued an unmodified opinion on the Annual Comprehensive Financial Report (ACFR) and the Single Audit Report.

BACKGROUND:

SCAG's external independent auditors, Eide Bailly, have completed their audit of SCAG's FY 2022-23 financial statements, and the results of the audit were presented to the Audit Committee on December 12, 2023. The work completed by Eide Bailly included the following:

- Audit of the FY 2022-23 Annual Comprehensive Financial Report (ACFR)
- Report on internal control over financial reporting and on compliance in accordance with Government Auditing Standards
- Audit report on compliance over major federal programs, schedule of expenditures of federal awards and internal control in accordance with 2 CFR 200 (Single Audit)

Attached is the 2023 SCAG Governance Letter from Eide Bailly. The purpose of the letter is to communicate to those charged with governance, the scope of audit procedures performed, significant findings, and other information, such as disagreements with management, audit adjustments and significant estimates, that are not communicated in the audited financial statements. Eide and Bailly identified four adjustments and brought to the attention of, and



corrected by, management and noted no significant difficulties in dealing with management and no disagreements.

Additionally, below are the links to the final audit documents:

SCAG 2023 Final Annual Comprehensive Financial Report

https://scag.ca.gov/sites/main/files/file-attachments/scag_2023_final_acfr_0.pdf?1702578451

SCAG 2023 Final Single Audit Report

https://scag.ca.gov/sites/main/files/file-attachments/scag_2023_final_single_audit_report_0.pdf?1702580231

FISCAL IMPACT:

None

ATTACHMENT(S):

1. SCAG 2023 Final Governance Letter



December 6, 2023

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

We have audited the financial statements of the Southern California Association of Governments (SCAG) as of and for the year ended June 30, 2023, and have issued our report thereon dated December 6, 2023. Professional standards require that we advise you of the following matters relating to our audit.

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

As communicated in our letter dated June 2, 2023, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether SCAG complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of SCAG’s major federal programs. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

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

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

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

Attachment: SCAG 2023 Final Governance Letter (Fiscal Year (FY) 2022-2023 External Financial Audit)

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 6, 2023. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated December 6, 2023.

Planned Scope and Timing of the Audit

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

Compliance with All Ethics Requirements Regarding Independence

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

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by SCAG is included in Note 1 to the financial statements. As described in Note 1, SCAG changed accounting policies related to SBITAs to adopt the provisions of GASB Statement No. 96, *Subscription-Based Information Technology Agreements*. Accordingly, the accounting change has been retrospectively applied to the financial statements beginning July 1, 2022. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

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

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

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

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

Financial Statement Disclosures

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

The disclosures of SCAG’s agent multiple-employer defined benefit pension plan and PARS supplementary retirement plan, net pension liability, and related deferred outflows and inflows of resources, and pension expense in Note 11 to the financial statements. The valuations of the net pension liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used, including but not limited to, the discount rate. As disclosed in Note 11, a 1% increase or decrease in the discount rate has a significant effect on SCAG’s net pension liabilities.

The disclosures related to SCAG’s retiree health program OPEB plan, net OPEB liability, and related deferred outflows and inflows of resources, and OPEB expense, in Note 13 to the financial statements. The valuations of the net OPEB liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used including, but not limited to, the discount rate and healthcare cost trend rates. As disclosed in Note 13, a 1% increase or decrease in the discount rate and healthcare cost trend rates has a significant effect on SCAG’s net OPEB liability.

Significant Difficulties Encountered during the Audit

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

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit. There were no uncorrected misstatements identified as a result of our audit procedures.

The following misstatements that we identified as a result of our audit procedures were brought to the attention of, and corrected by, management:

Overstatement of advances from grantor and receivable within REAP AB101 fund	\$ 353,713
Overstatement of advances from grantor and receivable within REAP 2021 fund	6,326,402
Overstatement of advances from grantor and receivable within LACMTA fund	375,000
Overstatement of deferred inflows of resources and receivable Within MSRC fund	337,067

Disagreements with Management

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

Circumstances that Affect the Form and Content of the Auditor's Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. As described in Note 1 to the financial statements, due to the adoption of GASB Statement No. 96, *Subscription-Based Information Technology Agreements*, SCAG restated opening balance as of July 1, 2022. Additionally, the report included an emphasis of matter relating to the correction of errors as disclosed in Note 14. We have included an emphasis of matter in our report regarding this restatement.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated December 6, 2023.

Management's Consultations with Other Accountants

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

Other Significant Matters, Findings, or Issues

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

Other Information Included in Annual Reports

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in SCAG's annual reports, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Additionally, in accordance with such standards, we have read the introductory and statistical sections of SCAG's annual report considered whether such information, or the manner of its presentation, was materially inconsistent with its presentation in the financial statements.

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

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

Handwritten signature in cursive script that reads "Eide Sully LLP".

Rancho Cucamonga, California



AGENDA ITEM 10
REPORT

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Liebert Cassidy Whitmore	FY24 LCW Employment Law Renewal	\$50,000
Total Compensation System Inc.	FY24 GASB 75 Consulting Services	\$9,855
Kelly Spicers Stores	FY24 Paper Stock Supplies	\$5,000

SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Arup USA, Inc. LLP (23-040-C01)	Develop the SoCal Greenprint tool, a web-based application, as identified in Connect SoCal 2020 and its associated Program Environmental Impact Report (PEIR), with an explicit focus on helping Southern California cities, counties, and transportation agencies make better land-use and transportation infrastructure decisions	\$451,307



SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
2. CoStar Group (23-008-C01)	and conserve natural and farmlands. The SoCal Greenprint will be a strategic web-based conservation tool to support advanced mitigation that provides the best available scientific data and scenario visualizations. Provide data staff will use to conduct analyses for SCAG's Goods Movement Comprehensive Study and regional commodity flow analysis for rail, maritime, air cargo, and trucking modes.	\$149,200

SCAG executed these Amendments for more than \$5,000 but less than \$150,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C. (22-061-C01)	Provide additional analytical service related to Task 3, Permit Streamlining Report.	\$50,000

ATTACHMENT(S):

1. Contract Summary 23-040-C01
2. Contract Summary 24-008-C01
3. Contract Summary 22-061-C01 Amendment 2

CONSULTANT CONTRACT NO. 23-040-C01

**Recommended
Consultant:**

Arup USA, Inc.

**Background &
Scope of Work:**

Consultant shall develop the SoCal Greenprint tool, a web-based application, as identified in Connect SoCal 2020 and its associated Program Environmental Impact Report (PEIR), with explicit focus on helping Southern California cities, counties and transportation agencies make better land-use and transportation infrastructure decisions and conserve natural and farmlands. The SoCal Greenprint will be a strategic web-based conservation tool to support advanced mitigation that provides the best available scientific data and scenario visualizations. The SoCal Greenprint will also be an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data.

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages, is an essential element of regional advanced mitigation. As shared through SCAG’s interviews with County Transportation Commissions and other practitioners, data access and information sharing are key benefits of a regional advance mitigation planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, “improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”

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

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

- Facilitation of Greenprint Technical Advisory Committee to provide key stakeholder input to ensure that data provided through the SoCal Greenprint tool will be useful to targeted user groups for its intended purposes;
- Developing final recommended Data Layers List and;
- Developing web-based application.

Strategic Plan:

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

Contract Amount:

Total not to exceed

\$451,307

Arup USA (prime consultant)

Note: Arup USA originally proposed \$459,970, but staff negotiated the price down to \$451,307 without reducing the scope of work.

Contract Period:

July, 1 2023 through June 30, 2024

Project Number(s):

290-4862E.04 \$51,765

290-4862UC.04 \$399,542

Funding source(s): Senate Bill 1 (SB1) and Transportation Development Act (TDA).

Funding of \$451,307 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) in Project Numbers 290-4862E.04 and 290-4862UC.04.

Request for Proposal (RFP):

SCAG staff notified 4,648 firms of the release of RFP 23-040 via SCAG’s Solicitation Management System website. A total of 63 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Arup USA, Inc. (no subconsultants)	\$459,970
ICF Jones & Stokes, Inc. (no subconsultants)	\$442,727
Environmental Systems Research Institute, Inc. (1 subconsultants)	\$498,970

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

- India Brookover, Sr. Regional Planner, SCAG
- Kim Clark, Planning Supervisor, SCAG
- Sarah Patterson, Department Manager (Government Affairs), SCAG
- Julie Shroyer, Chief Information Officer, SCAG

Basis for Selection:

The PRC recommended Arup USA for the contract award because the consultant:

- Had a well-articulated plan for engaging users, defining data and use cases/requirements, and overall development plan for both engagement and technical tasks;
- Demonstrated technical innovation in understanding of Esri development stack and ArcGIS experience builder and showed foresight by proposing to design technology framework to have resilience against software updates from external sources;
- Demonstrated a strong project management approach, including quality control process and risk register;
- Demonstrated previous experience that is relatable to the SoCal Greenprint, particularly the REAP SFVCOG Regional Housing Analysis Tool;
- Provided the best overall value for the level of effort proposed; and
- Proposed the lowest most realistic price to perform all the scope of work.

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

- Did not fully meet the RFP’s technical requirements to adhere to the use of the ESRI stack and alignment with Regional Data Platform. Proposal cited open-source tech in addition to ESRI, which could lead to investing more effort on SCAG’s end to build a product that is sustainable and supportable beyond the contract;

- Due to open-source technical approach, maintenance of the application would incur an additional cost, which negates the up-front cost savings of being the lowest quoted proposal; and
- Proposal did not adhere to the Technical Advisory Committee meeting topics as included in the RFP.

CONSULTANT CONTRACT 24-008-C01

Recommended Consultant:	CoStar Group				
Background & Scope of Work:	The purchase of CoStar Realty Information Inc. (CoStar) services and products would be used to conduct analyses for SCAG’s Goods Movement Comprehensive Study and also regional commodity flow analysis for rail, maritime, air cargo, and trucking modes. The study is led by SCAG’s Transportation Division as part of its planning activities for goods movement planning. SCAG’s goods movement planning is a critical component of SCAG’s regional transportation planning efforts, and findings from this study will be used as the basis for the 2025 Regional Transportation Plan/Sustainable Communities Strategy development.				
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <p>Updating base year data and providing specific data is critical to SCAG regional transportation planning efforts. The consultant shall provide the following types of data:</p> <ul style="list-style-type: none">• Location of Warehouses and Distribution centers;• Type of building use and occupancy, vacancy rate;• Building ceiling heights;• Number of truck bay loading doors; and• Amount of floor space used for warehousing activities and others.				
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.				
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 50%;">Total not to exceed</td><td style="text-align: right;">\$149,200</td></tr><tr><td colspan="2">CoStar Group (prime consultant)</td></tr></table> <p>Note: CoStar originally proposed \$151,200, but staff negotiated the price down to \$149,200 without reducing the scope of work.</p>	Total not to exceed	\$149,200	CoStar Group (prime consultant)	
Total not to exceed	\$149,200				
CoStar Group (prime consultant)					
Contract Period:	November 1 , 2023 through December 1, 2026.				
Project Number(s):	130-0162A.18, \$60,000 Funding sources: Federal Highway Administration (FHWA) PL. Funding of \$60,000 is available in the FY 2023-24 Overall Work Program (OWP) budget, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.				
Request for Proposal (RFP):	SCAG staff notified 2,509 firms of the release of RFP 24-008 via SCAG’s Solicitation Management System. A total of 25 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation: <table border="0" style="width: 100%;"><tr><td style="width: 50%;">CoStar Group (no subconsultants)</td><td style="text-align: right;">\$151,200</td></tr><tr><td>Hope Street (no subconsultants)</td><td style="text-align: right;">\$557,802</td></tr></table>	CoStar Group (no subconsultants)	\$151,200	Hope Street (no subconsultants)	\$557,802
CoStar Group (no subconsultants)	\$151,200				
Hope Street (no subconsultants)	\$557,802				

Attachment: Contract Summary 24-008-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

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

The PRC consisted of the following individuals:

- Stephen Sungsu Yoon, Senior Regional Planner, SCAG
- Scott Strelecki, Senior Regional Planner, SCAG
- Aurora Massari, Intern, SCAG

Basis for Selection: The PRC recommended CoStar Group for the contract award because the consultant:

- The consultant demonstrated excellent capability to provide needed proprietary data which specifically focuses on the commercial real estate (CRE) property database not only Southern California region but also whole nationwide geographic coverage for the required attribute information. Based on the \$17 trillion CRE transaction flow and tracking approximately 500,000 property records for SCAG region, the Costar provides most comprehensive CRE data in terms of economic market trend and building specifications that are critical to the purpose of the various goods movement studies in the SCAG Region.
- With extensive amount of CRE experts and tremendous amount of collected data via collaboration with brokers and owners and CRE market professionals, Costar group provides the most comprehensive CRE data platform with essential filtering options which enable users to search and collect accurate set of information by the purpose of diverse usages; and
- Proposed the lowest price.

CONSULTANT CONTRACT NO. 22-061-C01 AMENDMENT NO. 2

Consultant: Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.

Background & Scope of Work: On November 14, 2022, SCAG awarded Contract 22-061-C01 to work with local ordinances, and develop permit streamlining reports, policies, and codes, as it relates to broadband while conducting workshops, stakeholder coordination and outreach.

This amendment increases the contract value from \$213,7862 to \$263,786 (\$50,000) and extends the contract term from 12/31/23 to 6/30/24. This increase is due to the need to modify the Scope of Work, Task 3, Permit Streamlining Report to grant the Consultant additional time and resources to perform needed updates.

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

- Consultant facilitating at least 14 task force and working group meetings to solicit best practices on permit streamlining;
- Meetings tailored to specific communities in the SCAG region;
- Meeting findings reported back to multiple state and regional governing bodies, including several SCAG Committees; and
- Draft and final report focused on Permit Streamlining;

Strategic Plan: This item supports SCAG’s Strategic Plan Goals:

1. Produce innovative solutions that improve the quality of life for Southern Californians;
2. Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy; and
3. Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment	Amendment 2	\$50,000
Amount:	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$213,786</u>
	Total contract value is not to exceed	\$263,786

This amendment does not exceed \$150,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council’s approval.

Contract Period: November 14, 2022 through June 30, 2024

Project Number: 100-4901VA.01 \$50,000
Funding source: California Emerging Technology Fund (CETF) Grant Agreement

Funding of \$50,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 100-4901VA.01.

Basis for the Amendment: The Permit Streamlining Report (Report) is being restructured and refined to better meet the high expectations of stakeholders, focusing on streamlining the rapid deployment of broadband infrastructure. Key stakeholders requesting these refinements include local jurisdiction staff from the SCAG and SANDAG regions,

Attachment: Contract Summary 22-061-C01 Amendment 2 (Purchase Orders, Contract and Amendments below Regional Council’s Approval

regional broadband consortiums, and the California Emerging Technology Fund (Grantor).

While the fundamental scope of the project remains intact, an amendment to the contract is being made to allocate additional time and resources for the consultant to facilitate necessary updates to the Report. These updates are essential to ensure that the report provides clear, actionable guidance on streamlining the broadband permit process.

Absent these enhancements, the Report risks falling short of the grantor's (CETF) requirements and failing to provide a vital toolkit to local jurisdictions and the private sector. Additionally, without these improvements, SCAG's objective of bridging the digital divide, as stipulated in the Digital Action Plan adopted in April 2023, would remain unfulfilled.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
January 4, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

ACCOUNTING:

Membership Dues

As of November 30, 2023, 177 cities, 6 counties, 7 commissions, and 7 tribal governments have paid their FY24 membership dues. SCAG has collected \$1.89M out of the \$2.48M billed. This represents 76.75% 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. During FY 2022-23, SCAG transferred all funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, except for any outstanding interest gains received in July 2023. The Los Angeles County Investment Pool account was closed in August 2023. SCAG has invested \$12.69M in the LAIF account as of November 30, 2023, and has earned \$89,037.28 interest income from LAIF. The interest earnings are distributed every quarter, with an average interest rate of 3.59%. Additionally, SCAG has also earned \$59.80 interest from the remaining funds in the Los Angeles County Investment Pool as of November 30, 2023.

BUDGET & GRANTS (B&G):

During December, the final budget decision for the FY 2024-25 Comprehensive Budget and Overall Work Program (OWP) has been made by the Executive Team and staff started performing the final reconciliation and validation process of the budget requests. The draft FY 2024-25 Comprehensive Budget and OWP will be presented to the EAC and RC in March 2024.



SCAG received a grant award notice for the Safe Streets and Roads for All Program, securing \$12M in Federal funding. The grant will fund three initiatives: 1) Regional Safety Action Plan, 2) Go Human Safety Program, and 3) Quick-Build Demonstrations. Staff will work with the funding agency to execute a grant agreement over the next few months.

Also in December, staff continued working on drafting and executing Memorandums of Understanding (MOUs) for the Regional Early Action Planning Program (REAP) 2.0 County Transportation Commission (CTC) Partnership Program. One CTC Partnership MOU was executed, and others are under review by the partner agencies and nearing execution. Also, a draft MOU for the REAP 2.0 Subregional Partnership Program has been finalized and shared with the partner agencies. Staff will work on finalizing other REAP 2.0 Program MOU templates over the next few months.

CONTRACTS

In November, the Contracts Department issued one (1) Request for Proposal; awarded two (2) contracts; issued nine (9) contract amendments; and processed twenty-eight (28) purchase orders to support ongoing business and enterprise operations. Staff also administered 205 consultant contracts. The Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contracts staff negotiated \$25,419 in budget savings. It should be noted that so far, this fiscal year staff negotiated a total of \$28,419 in savings.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
January 4, 2024

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Presidential Priorities Panel: Clean Transportation Technology

RECOMMENDED ACTION:

Informational Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In the 2023-2024 EAC Strategic Work Plan, the Regional Council under the leadership of President Art Brown identified clean transportation technologies as one of three main policy issues for regional dialogue and collaboration this fiscal year. This builds upon the direction established by Resolution No. 23-654-5, adopting a regional Clean Transportation Technology Policy. This staff report outlines SCAG's activities in clean transportation technologies, including progress made to advance the Regional Council's direction.

Staff has also invited representatives from agencies leading the clean energy transition to discuss challenges and opportunities to meet the state's aggressive clean energy goals. The panel will include a presentation from Stephen Collins, Senior Manager for Strategic Planning of Southern California Edison (SCE), on Edison's report on the future energy landscape required to achieve California's 2045 net-zero emissions goal. Additionally, Carrie Schindler, Deputy Executive Director of the San Bernardino County Transportation Authority (SBCTA), will discuss her agency's efforts leading the clean energy transition. Lastly, Angelina Galiteva, Chief Executive Officer of the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), will discuss the California hydrogen hub initiative, an integral component of the state's clean energy strategy.

Throughout the Spring, SCAG staff will bring forward presentations on the remaining presidential priorities. Fact sheets including background on each priority area were included in the 2023-2024 EAC Strategic Work Plan and are provided as an attachment to the staff report.

BACKGROUND:

Based on Connect SoCal 2020 recommendations, and to consolidate SCAG's commitment to clean transportation, the Regional Council adopted Resolution No. 23-654-5 on April 6, 2023. This resolution sets forth SCAG's Clean Transportation Technology Policy, a plan for advancing zero or near-zero emission transport systems. It focuses on enhancing air quality, minimizing greenhouse gases, and achieving sustainability, while remaining neutral in technology choices. Concurrently, it introduces the SCAG Clean Technology Program, designed to support regional feasibility studies, aid in grant acquisition for SCAG and its members, and facilitate the sharing of data, analyses, and reports.

Additionally, on October 5, 2023, SCAG's Regional Council adopted the 2023-2024 EAC Strategic Work Plan. This work plan prioritizes clean transportation technologies as a key policy area. It emphasizes organizing mobile workshops and presentations to educate elected officials about innovative technologies aimed at reducing greenhouse gas emissions and enhancing air quality across the region.

Regulatory Framework

In 2020, Governor Newsom's Executive Order No. N-79-20¹ directed California's state agencies to transition all medium- and heavy-duty vehicles to Zero Emission Vehicles (ZEVs) by 2045, emphasizing the need for rapid deployment of charging infrastructure and increased ZEV presence in public fleets. This was followed by additional regulations to accelerate clean transportation adoption. The Advanced Clean Cars II² (ACC II) Rule targets all new cars and light trucks to be zero-emission by 2035. The Advanced Clean Trucks³ (ACT) Rule mandates a gradual shift to 100% ZEV sales for manufacturers, while the Advanced Clean Fleets⁴ (ACF) Rule requires fleet transitions to 100% ZEVs, starting as early as 2024 for certain vehicles. Additionally, the Innovative Clean Transit⁵ (ICT) regulation requires transit agencies to adopt zero-emission buses (ZEB) by 2040. The state's Climate Action Plan for Transportation Infrastructure⁶ (CAPTI) builds upon the many clean transportation initiatives to comprehensively support efforts across the state. The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.

¹ State of California Executive Order N-79-20: <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

² Advanced Clean Cars II (ACC II) Regulations: <https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii>

³ Advanced Clean Trucks (ACT) Regulations: <https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>

⁴ Advanced Clean Fleets (ACF) Regulations: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary>

⁵ Innovative Clean Transit (ICT) Regulations: <https://ww2.arb.ca.gov/resources/fact-sheets/innovative-clean-transit-ict-regulation-fact-sheet>

⁶ Clean Action Plan for Transportation Infrastructure (CAPTI): <https://calsta.ca.gov/subject-areas/climate-action-plan>

SCAG's commitment to clean technology plays a key role in advancing California towards the goals of ACC II, ACT, ACF, ICT, CAPTI and the strategies under Connect SoCal 2020 and 2024. SCAG will continue to focus on the adoption of clean transportation technologies, with detailed information on current initiatives available below.

SCAG's Clean Technology Program

Key projects under the Clean Technology Program include but are not limited to:

Clean Technology Compendium: Included in Resolution No. 23-654-5⁷ was the directive for the preparation of a Clean Transportation Technology Compendium⁸. The compendium was completed in September 2023, and is designed to aid in the development of Connect SoCal 2024 and to offer decision-makers comprehensive information on various clean transportation technologies, including EV infrastructure.

Electric Vehicle Charging Site Suitability (EVCSS) study: This project provides support to jurisdictions within the SCAG region in fostering the growth of Electric Vehicle Charging Station Systems⁹ (EVCSS). The project equips jurisdictions in the study area with essential tools to encourage EVCSS development, and offers technical analysis and outreach strategies, serving as a replicable model for all jurisdictions across the SCAG region.

Plug-In Electric Vehicle (PEV) Charging Station Atlas¹⁰: This project was designed to assist jurisdictions within the SCAG region in promoting the expansion of EV charging infrastructure to expedite the transition to electric transportation.

Southern California Clean Cities Coalition: SCAG is actively engaged in clean technology through the Clean Cities Program by the U.S. Department of Energy. As the program's Southern California coordinator, SCAG's Clean Cities Coalition focuses on promoting alternative fuel vehicles (AFVs) and fostering public-private collaboration in policy and venture development.

Last Mile Freight Program: SCAG, in partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC), established the Last Mile Freight Program¹¹ (LMFP) to fund projects that deploy Zero Emission/Near Zero Emission (ZE/NZE) heavy and medium-duty trucks. The program,

⁷ SCAG Resolution No. 23-654-5, packet page 30: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

⁸ Clean Technology Compendium: <https://scag.ca.gov/post/clean-technology-compendium>

⁹ SCAG EV Charging Station Study (EVCSS): https://scag.ca.gov/sites/main/files/file-attachments/scag_ev_charging_station_study_-_final_scoring_methodology.pdf?1684341381

¹⁰ SCAG PEV Atlas Update: <https://scag.ca.gov/southern-california-pev-readiness-atlas>

¹¹ SCAG Last Mile Freight Program: <https://scag.ca.gov/LMFP>

which began in May 2021 and is set to conclude in July 2025, has provided approximately \$16.75 million in grants. Including cost-sharing, the total investment in the region exceeds \$100 million.

SoCal Zero Emission Truck Infrastructure (ZETI) Study: In January 2022, the California Energy Commission (CEC) awarded \$13 million to initiate the nation's first zero-emission freight-charging corridor network. SCAG, receiving funding through the Electric Power Research Institute (EPRI) and CALSTART as a component of the larger CEC grant, is developing a regional network for zero emission truck charging and fueling infrastructure (ZETI¹²). This project aims to create a comprehensive plan tailored to the operational needs of various truck markets and business models. The study will assess the viability of adopting battery electric and hydrogen fuel cell technologies, determine the ideal number, location, and features of charging and fueling stations, and support broader infrastructure planning and investment.

External Speakers and Presentations

In accordance with the 2023-2024 EAC Work Plan, staff have arranged for a panel of experts to deliver a presentation on their respective clean transportation technology projects.

Stephen Collins, the Senior Manager for Strategic Planning of Southern California Edison (SCE), will present on the agency's newly released white paper, "Countdown to 2045: Realizing California's Pathway to Net Zero."¹³ *Countdown to 2045* reinforces and builds upon the most affordable and feasible pathways to achieve the state's more ambitious decarbonization goals, given recent technology advancements and adoption, a deeper understanding of future climate impacts, and with an improved reliability analysis. The paper identifies feasibility challenges to affordably meet state goals and calls for policy changes and technology developments to address them.

Carrie Schindler, Deputy Executive Director of the San Bernardino County Transportation Authority (SBCTA), will speak on their agency's efforts to lead the transition to zero emission transportation, including the piloting of zero-emission multiple unit (ZEMU) rail vehicles on the Arrow rail service between San Bernardino and Redlands. The ZEMU vehicles will use a hybrid hydrogen fuel cell and battery technology to propel the vehicle, the first of its kind powering passenger train operations in the country.

Angelina Galiteva, Chief Executive Officer of the Alliance for Renewable Clean Energy Hydrogen Energy Systems¹⁴ (ARCHES) has been invited to present on its initiative to accelerate renewable hydrogen projects through the California Hydrogen Hub, and particularly for relevant projects in the SCAG region. The program helps to expedite the development and deployment of renewable, clean hydrogen projects and infrastructure to reduce greenhouse gas emissions, improve local air quality,

¹² SCAG Zero Emission Truck Infrastructure Study (ZETI): <https://scag.ca.gov/socalzeti>

¹³ Southern California Edison, Countdown to 2045: <https://www.edison.com/our-perspective/countdown-to-2045>

¹⁴ ARCHES: <https://archesh2.org/about/>

create good-paying jobs, and advance a zero-carbon economy. ARCHES is currently underway developing major deployment clusters around Los Angeles, the Bay Area, Central Valley, Inland Empire, and other regions with heavy transportation corridors and ports. Many of the projects support three essential yet hard-to-decarbonize end-use sectors: heavy-duty vehicles, power plants, and ports.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program (OWP) Task 115.4912.01 Clean Technology Program.

ATTACHMENT(S):

1. Presidential Priorities for EAC Work Plan - Clean Technology
2. Presidential Priorities for EAC Work Plan - Goods Movement
3. Presidential Priorities for EAC Work Plan - Transit Rail Recovery
4. PowerPoint Presentation - Stephen Collins SCE, Countdown to 2045
5. PowerPoint Presentation - Carrie Schindler SBCTA, Clean Air Initiatives

Presidential Priorities for EAC Work Plan

Clean Transportation Technology



PROBLEM STATEMENT

- As clean transportation technologies have improved and proliferated over time, minority and low-income communities continue to be the most impacted by air pollution, and the problems of climate change have intensified, resulting in the advancement of a long-term vision of a zero-emissions transportation as part of regional and state policy.
- In response to these issues, the State of California established goals and adopted policies to accelerate the adoption of near-zero and zero-emission vehicles (ZEVs) across the mobile sources, including Advanced Clean Cars II, which requires 100% of light duty passenger vehicles sold in California to be zero-emissions by 2035, and Advanced Clean Fleet (ACF) which, starting in 2024, requires fleets operating in California to transition to zero-emission technology with the goal of transitioning all drayage trucks to zero-emission by 2035 and the rest of the medium and heavy-duty vehicles to zero-emission by 2045.
- In the South Coast region in 2018, mobile sources were responsible for 85% of NOx emissions and nearly 29% of PM2.5 emissions. Statewide, 41% of greenhouse gas (GHG) emissions come from mobile sources.
- Criteria pollutants such as NOx and PM2.5 threaten public health and GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfire in Southern California and further exacerbates inequities amongst the most vulnerable populations as they are most susceptible to impacts of climate change. The region's failure to meet requirements of the Federal Clean Air Act (CAA) means federal sanctions may be imposed, jeopardizing transportation funds.

SCAG'S EFFORTS

- On April 6, 2023, the Regional Council adopted the SCAG Clean Transportation Technology Policy Resolution, defining clean transportation technology, affirming SCAG's technology neutral position, affirming the need for equitable access to new technologies and formalizing the SCAG Clean Transportation Technology Program.
- SCAG's Clean Transportation Technology Program aims to facilitate the development, commercialization, and deployment of a zero-emission transportation system and its related infrastructure to enhance air quality, reduce greenhouse gas emissions, meet federal, state, and regional targets, and promote economic development, resilience, and equity.
- The program supports the region in implementing Clean Transportation Technology by conducting research and evaluations, providing resources and tools, coordinating with stakeholders both intrastate and intraregional, advocating for policy and regulatory

changes, persuing additional funding through advocacy and stakeholder support, and where applicable, offering investment or incentive programs.

- Recent and ongoing programs and studies include: Electric Vehicle Charging Site Suitability (EVCSS) study, and associated regional Passenger Electric Vehicle (PEV) Plan, including planning tools and technical assistance such as policy memos, guides and conceptual site design plans; PEV Atlas update, evaluating the potential to host charging stations at non-single family locations throughout the region; Zero Emission Truck Infrastructure Study (SCAG-ZETI), creating a regionally supported plan for ZE Truck Infrastructure; Running an active Clean Cities Coalition; and the SCAG Last Mile Freight Program.

FURTHER AREAS TO EXPLORE

- As defined in the Clean Transportation Technology Resolution, to truly reduce CO2 emissions and other environmental impacts, it is important to understand the lifecycle impacts and opportunities of zero emission technologies along the complete supply chain. Future efforts may consider this, in particular related to implications for energy resiliency, how fuel is produced, critical materials for batteries, opportunities for batteries to support grid function, and reuse and disposal of batteries.
- While most charging for PEV occurs at homes, the option to charge at home is limited for residents that don't live in a single family home. Future work will focus on challenges and solutions for providing affordable and accessible clean transportation options to marginalized communities, those who live in Multi Unit Dwellings or other high density areas.
- To further expedite vehicle and station deployment, SCAG will investigate development and implementation of an EV and EV infrastructure incentive program as part of the SB 150 GHG reduction commitments.
- SCAG will continue to provide Passenger Electric Vehicle Charging Station Planning and Support, and consider opportunities to expand on SCAG-ZETI.

Presidential Priorities for EAC Work Plan

Goods Movement



PROBLEM STATEMENT

- The SCAG region is home to the largest seaport complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive intermodal freight network that supports the flow of goods throughout the region, state, and nation. Goods movement supports a diversity of jobs in transportation and logistics, manufacturing, retail and wholesale trade and construction, generating over one-third of all jobs in the SCAG region.
- The volume of trade, position of the SCAG region as a key node in global supply chains, extensive landside freight transportation infrastructure, and robust consumer market necessitates that SCAG develop strategies to accommodate growing freight movement. At the same time, the region faces the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated community impacts of goods movement.
- During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19, war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally.
- Freight volatility was heightened during 2021 and into 2022. However, demand has now abated, approaching pre-pandemic performance to varying degrees with respect to the goods movement system and supporting facilities.
- At the same time, the focus on the advancement of zero-emission technologies with respect to freight movement has also led to an increasing number of rules and regulations from the State. The State of California Governor’s Executive Order N-79-20 requires that by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles.
- Under the order, the California Air Resources Board (CARB) is mandated to develop and propose strategies to achieve 100% zero-emissions from medium and heavy-duty on-road vehicles in the State by 2045 where feasible and by 2035 from drayage trucks. An In-Use Locomotive rule also targets 2035 for zero-emission freight locomotives. Technology readiness, supporting infrastructure development, and scalability remain challenging to meet the 2035 date as there are both private fleet and publicly accessible operational needs across the region’s roadway and rail goods movement system.

SCAG’S EFFORTS

- At the March 2, 2023, Regional Council meeting, the Goods Movement Supply Chain Resolution was adopted 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.

- Goods Movement Supply Chain Resolution principles have been incorporated as overarching policies aligning with the 2024 Connect SoCal vision and goals and informing the development of the Goods Movement approach and implementation strategies.
- SCAG supports efforts to improve goods movement across the region through a variety of programs, planning research, and studies. This work transcends key issues and challenges such as freight flows and bottlenecks across major corridors and facilities throughout the region; last-mile delivery and curb space management shifts resulting from e-commerce; community engagement and perspectives; integrated rail operational needs; and newer technology transitions and abilities to scale.
- SCAG's Last Mile Freight Program and partnerships with the State, through the Trade Corridor Enhancement Program, support the transition to zero-emission technologies and supporting infrastructure. Recent research and studies have included the SCAG Goods Movement Communities Opportunities Assessment, Integrated Passenger & Freight Rail Forecast, Last Mile Freight Delivery Study, and Industrial Warehouse Study.

FURTHER AREAS TO EXPLORE

- SCAG is developing a roadmap for the region through the Zero-Emission Truck Infrastructure Study. This comprehensive approach is focused on further analyzing demand characteristics of various truck market segments, while assessing publicly accessible zero-emission infrastructure needs to further build a strong representation of what is needed for the region in the current regulatory environment.
- Much of the information that is being updated for Connect SoCal 2024 will provide an opportunity for more detailed analysis within the upcoming Comprehensive Goods Movement Plan Update. As each cycle for Connect SoCal is developed, the Comprehensive Goods Movement Plan Update will have the core objective of incorporating all the core elements from Connect SoCal 2024 and bridging newer areas. Examples include a holistic approach to enhancing the Heavy-Duty Truck model, inland port concepts, and considerations for newer technologies such as hyperloop, including assessments of how they may fit within the existing goods movement system.

Presidential Priorities for EAC Work Plan

Transit/Rail Recovery



PROBLEM STATEMENT

- Although transit/rail ridership has improved over the past few years, it is still significantly less than it was prior to the COVID-19 pandemic and its past ridership peak around 2007.
- Overall, the region's bus ridership levels are currently 23 percent below what they were pre-pandemic. For Los Angeles Metro, bus ridership has recovered more than rail ridership. For example, when comparing December 2019 to December 2022, bus ridership was down 21 percent and rail ridership was down 43 percent.
- The issue with rail ridership recovery extends to Metrolink whose ridership is currently 61 percent lower than it was pre-pandemic.
- Transit/rail agencies depend, at least in part, on revenues from fares to operate. Historically, farebox recovery ranged between 15 percent to 20 percent for transit and roughly 40 percent to 60 percent for passenger rail. Prior to the pandemic, in 2019, transit/rail farebox recovery had declined to 15 percent and 18 percent, respectively. Matters worsened in 2020, when farebox recovery plummeted to 3 percent.
- The declines in ridership and fare revenues threaten the viability and availability of services in the interim and long term. Three federal pandemic relief bills provided critical support to keep transit/rail afloat early on, but these funds are running out, and there is growing concern that transit/rail operators are approaching a fiscal cliff when federal pandemic operational support will be fully expended and unrenewed and financial shortfalls will hit.

SCAG'S EFFORTS

- SCAG supports efforts to improve transit/rail across the region through a variety of planning research and studies. The key recommendations from the research and studies are instrumental in informing and guiding local jurisdictions on projects to focus on to improve the transit/rail network. Recent research and studies include: Curb Space Management Study; Mobility as a Service (MaaS) Feasibility White Paper; Regional Transit Dedicated Lanes Study; Integrated Freight and Passenger Rail Study; and Metrolink Transit Oriented Development (TOD) Study.
- SCAG also continues to support its operators through legislative advocacy and regional engagement with transit operators, especially via the Regional Transit Technical Advisory Committee.

FURTHER AREAS TO EXPLORE

- SCAG is exploring opportunities to support operators as they strive to make transit/rail more frequent, reliable, and convenient through funding for pilot demonstrations for projects like MaaS, mobility hubs, dedicated lanes, etc.
- SCAG is also exploring how it could develop recommendations and provide support for zero emission deployments.

COUNTDOWN TO 2045

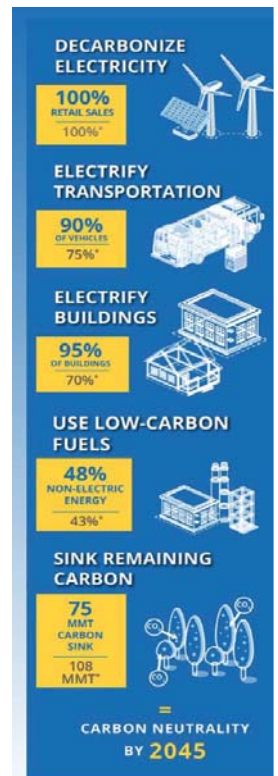
REALIZING CALIFORNIA'S PATHWAY TO NET ZERO



Attachment: PowerPoint Presentation - Stephen Collins SCE, Countdown to 2045 (Presidential Priorities Panel: Clean Transportation

EXECUTIVE SUMMARY

- *Pathway 2045* updated to account for recent state policies, climate impacts, reliability modeling and market/technology advancements
- Updated analysis indicates **deeper electrification** by 2045 (90+% of vehicles and appliances) drives greater load and new system peaks
- As a result, **generation mix** in 2045 more than doubles; solar, wind and storage make up majority of capacity; retained gas generation and emerging technologies (e.g., OSW, clean firm baseload) serve important role to ensure system reliability
- New **transmission and distribution** needed at unprecedented scale and speed (4-10x historical rates), requiring policy changes and increased operational efficiencies to plan, build and operate; technology investment to optimize DERs at scale
- Clean power and electrification approach remains **most feasible and cost-effective** way to meet state goals, despite significant level of investments (~\$370B statewide); average SCE household can expect to save ~40% on total energy costs



MOTIVATION

POLICY



GHG: AB1279 requires 85% GHG reduction of 1990 levels by 2045



TE: Governor's ZEV Order + CARB ACCII and ACF



BE: AQMD Proposed Rules

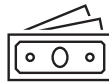
MARKETS & TECHNOLOGY



EV sales taking off



Growing momentum for emerging technologies

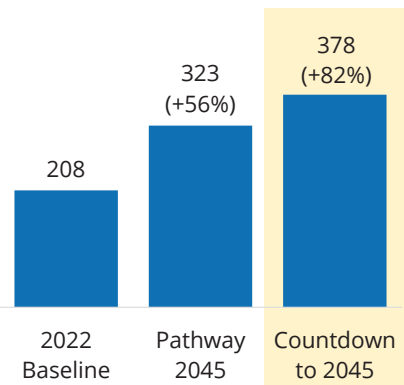


Infusion of government funding

ELECTRICITY DEMAND

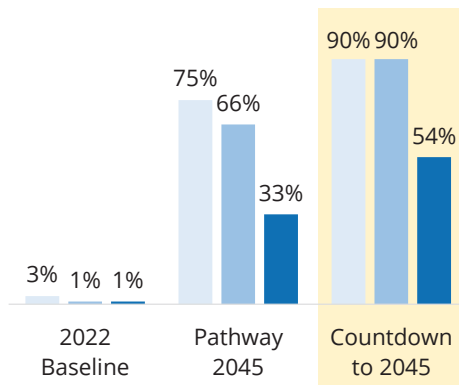
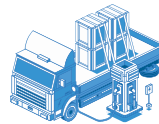
ELECTRICITY DEMAND

Annual TWh (CAISO)



ELECTRIC VEHICLES

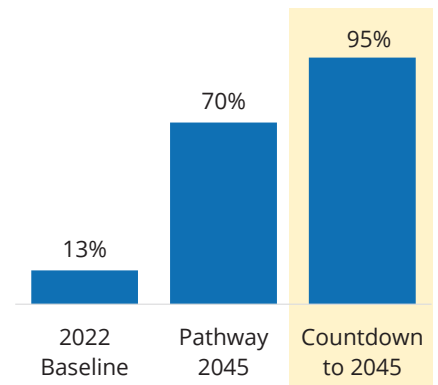
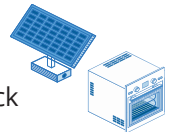
% of vehicle stock



Light duty Medium Duty Heavy Duty

BUILDING ELECTRIFICATION

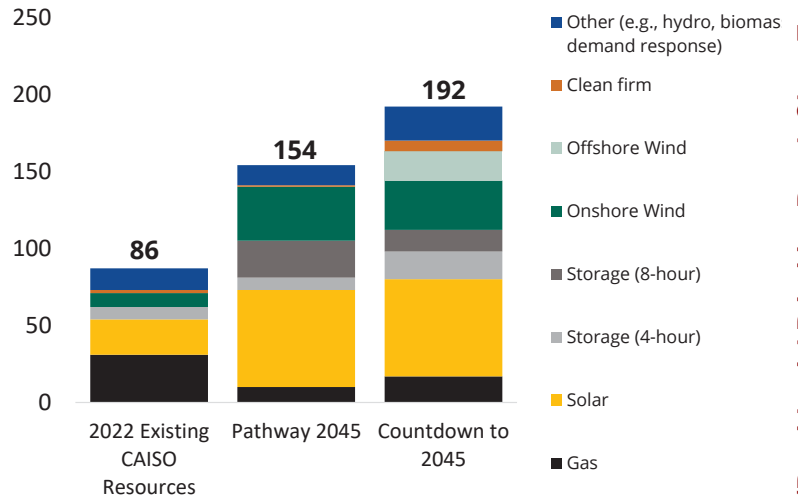
% of appliance stock



GENERATION

- ~100GW of new resources needed from now to 2045, with biggest capacity growth in:
 - Solar (+40)
 - Onshore wind (+23)
 - Offshore wind (+19)
 - Storage (+14 8-hr Li-ion, +10 4-hr Li-ion)
- Portfolio aligns with state GHG reduction targets and reliability criteria
- Reliability is the main driver for clean firm resources and gas fleet retention

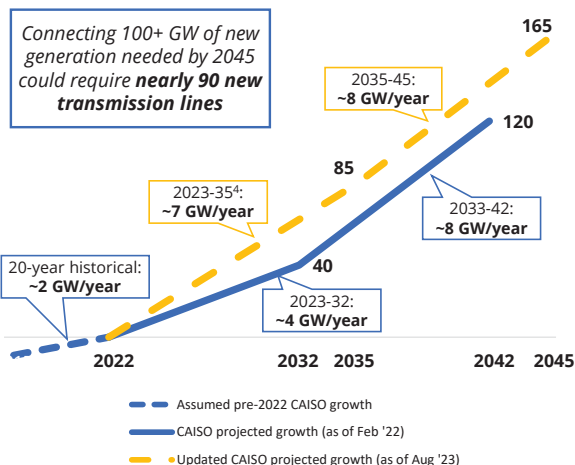
Supply resources (installed capacity in GW)



GRID EXPANSION

TRANSMISSION

New CAISO transmission capacity needed



DISTRIBUTION

SCE distribution projects needed

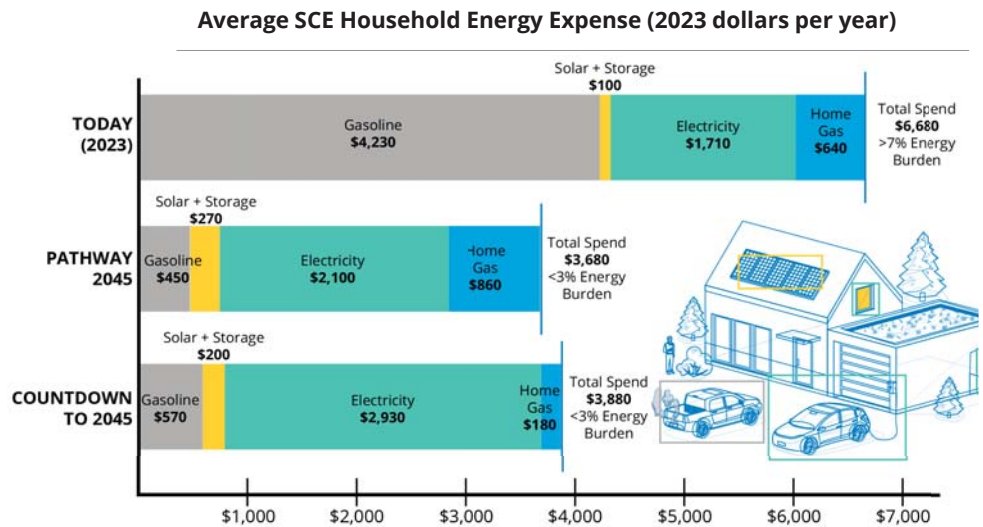
	Planned in next 10 years (2023-2032)	Incremental for Countdown (2033-2045)
New substations ¹	~10	~75
Substation expansions ¹	~45	~300
New circuits ¹	~130	~1300

SCE Distribution in 2045...

- ~30% larger distribution system
- ~90% average circuit utilization
- Many service transformers and wires upgraded

AFFORDABILITY

- Electrification increases electricity bills
- Fossil fuel savings more than offset the increase:
 - Early 2030s: 10% savings
 - 2045: 40% savings
- Barriers to electrification must be addressed so all consumers can access savings



CONCLUSION

- Achieving California's 2045 net-zero policy demands meticulous planning, transformative reforms and continuous innovation, supported by urgent, coordinated and decisive actions.
- Key areas of action are in rapid electric infrastructure buildout, reforms in planning and permitting processes, buildout of clean firm generation and commercialization of emerging technologies.
- Edison International is committed to helping California reach this goal and ready to collaborate with all stakeholders to address the challenges ahead.

Zero-Emission Vehicle Initiatives

Passenger Rail and Bus

SBCTA

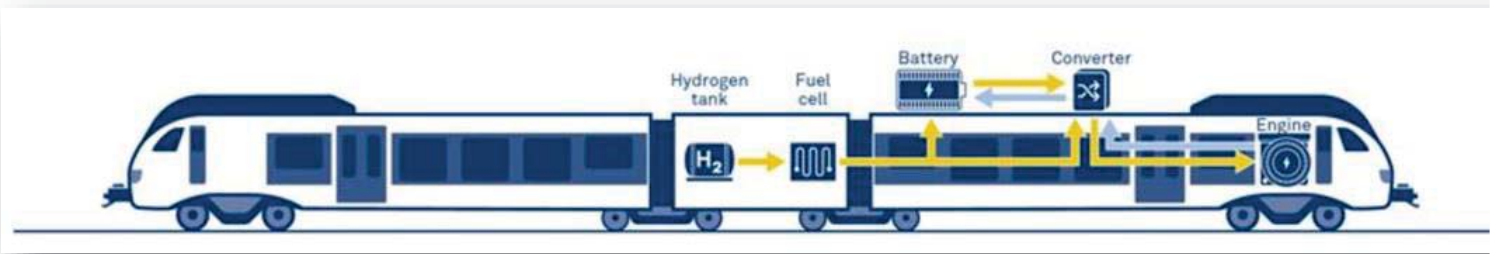
Medium and Heavy-Duty Trucks

SBCOG



Zero-Emission Multiple Unit (ZEMU) Goals:

- Decarbonization by implementing a zero-emission passenger rail vehicle on existing infrastructure
- Select a technology that could be implemented on corridors outside of 9-mile Arrow service corridor
- Deliberate and thoughtful hazard analysis process with key partners





Funding Agency
California State
Transportation Agency



Railroad of Record
Southern California Regional
Rail Authority



Regulatory Agency
Federal Railroad Administration



Regulatory Agency
South Coast Air Quality
Management District



Vehicle Manufacturer
Stadler Rail










Jacobs
Managing Consultant
Mott MacDonald Team



Attachment: PowerPoint Presentation - Carrie Schindler SBCTA, Clean Air Initiatives (Presidential Priorities Panel: Clean Transportation

Selection of Preferred Technology



- Cost**  Capital, Operations & Maintenance
- Infrastructure**  Right-of-Way, Charging & Fueling, Utilities
- Environmental Considerations**  Land use, GHGs, Aesthetics, Noise, Socio-Economic
- Operations**  Range, Scalability, Reliability, Operations, Life Span
- Regulatory Compliance**  FRA , NFPA, CPUC
- Implementation Schedule**  Timeline for Planning, Design, Construction phases
- Risk Analysis**  Identify and document risks for further analysis



Evaluation Criteria

High Level Pre-Screening

Category	Baseline – Arrow DMU	Wayside Power Supply		On-Board Energy Storage System					Hybrid System			
		Overhead Contact System (OCS)	Ground Level Power Supply – Third Rail	Battery	Supercapacitor	Hydrogen Fuel Cell	Biofuel	Natural Gas	Hydrogen Fuel Cell + Battery	Diesel + Battery	Biofuel + Battery	Natural Gas + Battery
Relative Capital Costs	Good	Poor	Poor	Moderate	Moderate	Moderate/Poor	Good	Good/Moderate	Moderate/Poor	Good	Good/Moderate	Moderate
Relation Life Cycle Cost	Moderate/Poor	Good/Moderate	Good/Moderate	Moderate	Good/Moderate	Moderate	Moderate/Poor	Good/Moderate	Moderate	Moderate	Moderate	Moderate
GHG Emissions	Poor	Good	Good	Good	Good	Good	Moderate/Poor	Moderate	Good	Poor	Moderate	Good/Moderate
Aesthetics	Good	Poor	Moderate	Good	Good	Good	Good	Good	Good	Good	Good	Good
Range	Good	Good	Good	Moderate	Poor	Good	Good	Good	Good	Good	Good	Good
Scalability	Good	Poor	Poor	Moderate	Moderate	Good	Good	Good	Good	Good	Good	Good
Life Span	Good	Good	Good	Poor	Moderate	Moderate	Good	Good	Moderate	Moderate	Moderate	Moderate
Regulatory Compliance	Good	Moderate	Poor	Moderate	Moderate	Moderate	Good	Moderate	Moderate	Moderate/Good	Moderate/Good	Moderate
Result	Baseline	Incompatible	Incompatible	Compatible	Compatible	Compatible	Incompatible	Incompatible	Compatible	Incompatible	Incompatible	Incompatible



Maintenance and Fueling Facilities

- Proposed H2 Fueling Area
- Main Entrance
- Maintenance Building



Maintenance Facility - Interior



Project Schedule:



- APRIL 2018**
 SBCTA awarded a \$30 million grant from the State of California from the California Transit and Intercity Rail Capital Program (TIRCP) to develop a zero-emission multiple unit (ZEMU).
- NOVEMBER 2019**
 SBCTA signs contract with Stadler US to begin manufacturing hydrogen-powered ZEMU train
- 2022**
 Begin operating Arrow service with DMUs
- LATE 2023**
 Begin testing zero-emission train at TTC, Pueblo Colorado
- LATE 2024**
 Integrate zero-emission train with Arrow's rail fleet and begin operating zero-emission passenger train





Transit Operator Initiatives

- SBCTA has programmed \$200 million for the five bus operators in San Bernardino County over the next seven years to support the transition of their fleets.
- The West Valley Connector 100% zero-emission Bus Rapid Transit system
 - 18 Forty-foot New Flyer Three-door ZEBs
 - Omnitrans is retrofitting existing maintenance yard
- Victor Valley Transit Authority set a goal to operate a 100% all electric and hydrogen fleet by 2035
 - Currently has 15 Zero Emission Vehicles.
 - Hydrogen Fueling Station is set to be completed by Spring of 2025.



VICTOR VALLEY TRANSIT

Hydrogen Fueling Station



West Valley Connector (sbX Purple Line)



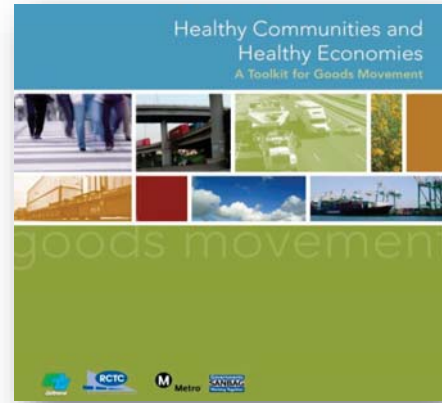
Clean Truck Initiatives



Attachment: PowerPoint Presentation - Carrie Schindler SBCTA, Clean Air Initiatives (Presidential Priorities Panel: Clean Transportation

Early Work on Clean Trucks

- San Bernardino Valley has some of greatest air quality challenges in the U.S. – reducing NOx a particular focus to address ozone non-attainment
- Healthy Communities and Healthy Economies: A Toolkit for Goods Movement* (2009 – collaborative effort between SBCTA, Metro, and RCTC, including air quality strategies)



- Partnership between USDOE, CEC, and SBCOG to convert 202 Ryder trucks to natural gas in SB and LA (initiated in 2011). Included two CNG/LNG stations and a CNG/LNG maintenance facility.
- Collaboration with CARB to place 27 electric trucks into rail facilities in San Bernardino, Fontana, and LA (\$9.1 million CARB grant to SBCOG, initiated in 2017)



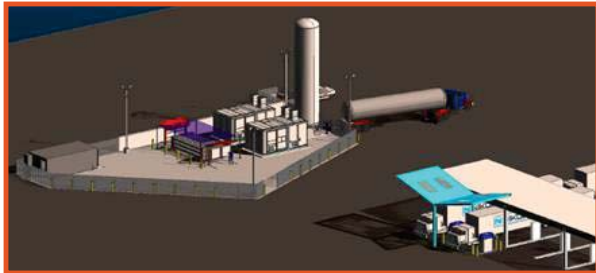
Current Clean Truck Initiatives

- January 2022 SBCTA Board action to incorporate zero-emission truck charging/fueling into SB 1 Trade Corridor grant applications for I-10 and US-395

Authorization to use share of excess toll revenue from I-10 managed lanes (Contract 2) on zero-emission truck incentives (likely through SCAQMD/MSRC program)

- Working with 2 vendors
 - Truck-as-a-service charging facility in San Bern.
 - Hydrogen fueling stations in Colton and Victorville

Rendering of Hydrogen Fueling Site Layout

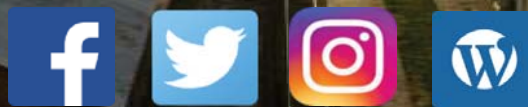


Rendering of the WattEV facility Layout in San Bernardino



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To: Regional Council (RC)

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

Subject: Business Report – January 2024

Here are some highlights from top Southern California business and industry leaders during this past month.

1. **Chapman University Economic Forecast.** Dr. Jim Doti presented his economic forecast-- and apology--for missing the mark last forecast when he predicted a recession. Real GDP didn't decrease, but increased by 2.4% and Real GDP dollars didn't decrease but increased \$523 billion.

But he excused the miss by explaining that the federal deficit increased by \$2 trillion--\$600 billion more than predicted in fiscal spending—which acts as a stimulus to the economy. Feds are selling bonds, increasing even more pressure on the economy, fewer buyers and interest rates increase. Chapman forecasts that 30-year fixed mortgage will continue to stay elevated. Higher interest rates have home sales down 32%, job growth is declining and will continue to 2024, Real GDP—determining health and well-being of the economy—will show negative growth then on to recovery in 2024 end.

Magnitude of swings of federal spending has been unlike any in history. Covid recession was \$3 trillion in deficit; but in recovery, government still went into a \$2 trillion in deficit. Difficult to forecast as a result. Chapman predicts 1.2% growth—not a recession, but a weak economy—not yet willing to bet on a soft landing, despite what the feds say.

In 11 years, without action, federal debt will continue to grow by 95% with interest rates on that debt increasing to 15% of budget. Defense, Social Security are not likely to be affected but infrastructure spending and investment will be affected, including likely increases in taxes. See the full presentation here: <https://economicforecast.chapman.edu/>.

2. **BIZFED's Top Three Takeaways from Their 11th Political Forecast.** On December 3, 2023, BIZFED, led by its Founding CEO Tracy Hernandez, held an insightful political forecast, the policy impacts of which cannot be overstated. Here are the top three takeaways:
-

- College-educated white Republican women concerned with cultural issues are increasingly moving away from the Republican party. This could be countered by movement of non-college educated U.S.-born Hispanic men away from the Democratic party.
 - Despite grumbles about the perceived outside influence of Bay Area interests, political strategists and journalists believe Southern California is usually the dominant power in the California State Legislature.
 - California will have 31 open seats in the state legislature in 2024: 19 assembly seats and 12 senate seats. A total of 12 legislators representing districts in Los Angeles County are set to depart. For more info, contact thernandez@bizfed.org.
3. The **Federal Reserve held interest rates steady** at the level they've sat since July, as the **central bank's impactful rate-hiking campaign to curb inflation appears all but over**. The Fed also released its longer-run projection for interest rates, and now prices in three rate cuts next year, which remains significantly below Wall Street's consensus.

MORE: Stocks staged a broad rally following the Federal Reserve committee's meeting, with the **Dow Jones Industrial Average rising more than 500 points** to its highest level ever. The S&P 500 and the tech-heavy Nasdaq also surged 1.4% to 23-month respective highs, and the battered bond market recovered.

4. **California Loses \$98 Million in Taxes over the Life of Shohei Ohtani's New Contract with the Dodgers.** In a fascinating analysis by the California Business Roundtable, Major League Baseball star Shohei Ohtani's new contract with the Dodgers is worth \$70 million a year for 10 years, but he will get only \$2 million a year while deferring the remaining \$68 million to the following decade. In the interim, Ohtani will have to make do with his additional endorsement income of at least \$40 million a year, assuming some of that is not deferred as well.

California is facing a \$68 million budget shortfall this coming year and this budget revenue depends heavily on high income taxpayers like Ohtani. More importantly, it relies on both their income and their residency staying in the state. Read the full report here: [California Strikes Out on Ohtani's Dodger Deal](#). "While the looming deficit now being projected for the state budget comes in part from the weakening state economy, migration of the extraordinarily small taxpaying base [of wealthy people] likely is contributing as well."

5. Resale Housing Market is Starve of Housing Supply. According to John Burns Research and Consulting, a leading housing industry resource, the forces driving the housing market are supply shortages and builder strategies. Due to elevated mortgage rates, existing home sales are on track for their worst year since 2008. New home builders however are taking market share: with the
-



dearth of resale supply, home builders are increasingly becoming the only game in town, keeping the new home market roaring in 2023. Plus, they are generating sales with heavy incentives using mortgage rate buydowns, for example. About 33% of builders reduced their prices in October, keeping their sales above seasonal expectations. For more info: [The Shiny Appeal of Newly Built Homes by John Burns](#).
