



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

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MEETING NO. 671

REGIONAL COUNCIL

Thursday, March 6, 2025

12:15 p.m. – 2:00 p.m.

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

To Attend In-Person:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

To Watch or View Only:

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

PUBLIC ADVISORY

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

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



Instructions for Members of the Public Attending the Meeting

Attend In-Person: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Meeting Room on the 17th floor starting at 12:15 p.m.

Attend by Computer: Click the following link: <https://scag.zoom.us/j/83115565458>. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 831 1556 5458, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on **Wednesday, March 5, 2025**, will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, March 5, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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



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- 60. Hon. Curren Price**
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- 61. Hon. Nithya Raman**
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- 62. Hon. Daniel Ramos**
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- 63. Hon. Gil Rebollar**
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- 64. Hon. Rocky Rhodes**
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- 65. Hon. Monica Rodriguez**
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 - 74. Sup. Hilda Solis**
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 - 83. Hon. Thomas Wong**
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 - 84. Hon. Jeff Wood**
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 - 85. Hon. Katy Yaroslavsky**
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Cerritos, RC District 23



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, March 6, 2025
12:15 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Curt Hagman, President)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CHAIR'S REPORT

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

ACTION ITEM

1. Approval of the Fiscal Year 2025-26 Draft Comprehensive Budget
(Cindy Giraldo, Chief Financial Officer, SCAG)

PPG. 10

RECOMMENDED ACTION:

That the Regional Council: 1) Approve the Fiscal Year 2025-26 Draft Comprehensive Budget in the amount of \$390,819,246; 2) Authorize the release of the FY 2025-26 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2025-26 General Fund Budget and Membership Assessment and transmit to the General Assembly.

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

PPG. 98

(Kome Ajise, Executive Director, SCAG)

RECOMMENDED ACTION:

Approve the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. Authorize the Executive Director to initiate call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.



CONSENT CALENDAR

Approval Items

- 3. Minutes of the Meeting – February 6, 2025 PPG. 132

- 4. Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands Economic and Resilience Benefits Study PPG. 142

- 5. Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis Technical Assistance (TA) Program PPG. 160

- 6. Early Legislative Bills – Support PPG. 175

- 7. SCAG Memberships and Sponsorships PPG. 182

Receive and File

- 8. March 2025 State and Federal Legislative Update PPG. 184

- 9. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold PPG. 200

- 10. CFO Monthly Report PPG. 206

INFORMATION ITEM

- 11. Legislative Update – Verbal Report
(Javiera Cartagena, Chief Government and Public Affairs Officer)

BUSINESS REPORT

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

PPG. 208

PRESIDENT’S REPORT

(The Honorable Curt Hagman, President)

EXECUTIVE DIRECTOR’S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Approval of the Fiscal Year 2025-26 Draft Comprehensive Budget

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council: 1) Approve the Fiscal Year 2025-26 Draft Comprehensive Budget in the amount of \$390,819,246; 2) Authorize the release of the FY 2025-26 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2025-26 General Fund Budget and Membership Assessment and transmit to the General Assembly.

RECOMMENDED ACTION FOR RC:

That the Regional Council: 1) Approve the Fiscal Year 2025-26 Draft Comprehensive Budget in the amount of \$390,819,246; 2) Authorize the release of the FY 2025-26 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2025-26 General Fund Budget and Membership Assessment and transmit to the General Assembly.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG's Bylaws require the adoption of an annual comprehensive budget. Additionally, SCAG is required by federal and state law to develop the Overall Work Program (OWP) and the Indirect Cost Budget each year. Staff has developed the FY 2025-26 Draft Comprehensive Budget, including the OWP, the General Fund Budget and Membership Assessment, the FTA Grant Budget, the TDA Budget, the Indirect Cost Budget, and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for final approval on May 1, 2025. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval on May 1, 2025. The proposed FY 2025-26 Draft Comprehensive Budget is \$390.82 million, which is \$43.75 million or 10.07% less than the FY 2024-25 Comprehensive Budget Amendment 1 of \$434.57 million.

BACKGROUND:

Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

SCAG's primary responsibilities include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual OWP; and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs conform with applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

The proposed FY 2025-26 Draft Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range RTP/SCS, Connect SoCal. Connect SoCal outlines longer-term goals, guiding principles, and planning strategies for regional transportation planning activities. The FY 2025-26 Draft Comprehensive Budget includes funding in support of the research and development of 2028 Connect SoCal, REAP 2.0 implementation, 2028 Olympics and Paralympic Games related planning activities and other various planning initiatives primarily funded by Surface Transportation Block Grant Program (STBG)/Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding, as well as funding to support continued efforts for priority programs such as 2024 Connect SoCal Implementation.

The framework for developing the FY 2025-26 Draft Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2025-26 Draft Comprehensive Budget supports Strategic Plan Priority #5 – Secure and optimize diverse funding sources to support regional priorities. All the work programs funded in the budget support at least one of the five Strategic Plan Priorities.

DISCUSSION:

The proposed FY 2025-26 Draft Comprehensive Budget is \$390.82 million. **Table 1** summarizes the funding sources included in the proposed FY 2025-26 Draft Comprehensive Budget in the amount of \$390.82 million. The proposed draft budget is 10.07% less than FY 2024-25 Comprehensive Budget Amendment 1. This decrease is primarily due to lower carryover funding when compared to the FY 2024-25 budget. The reduction in carryover funding results from projects funded with various one-time grant funds making progress toward completion, such as reductions of \$35.44 million in Last Mile Freight Program (LMFP) suballocation and in-kind match, and the \$9.59 million reduction in REAP 2019 and REAP 2021 funding. Additional details are found in the **Funding Sources** section below.

The FY 2025-26 Funding Sources include \$3.25M in over-recovered indirect costs and (\$0.65M) in under-recovered fringe benefits costs from FY 2023-24. Information on activities supported by the funding sources listed in **Table 1** is provided in the **Funding Source** section of this staff report below.

Table 1. FY 2025-26 Funding Sources		
FUNDING SOURCES	FY25 Amend 1	FY26 Draft
Recurring Funding Sources		
FHWA PL - Metropolitan Planning	29,217,057	27,434,880
FTA 5303 - Metropolitan Planning	17,414,572	16,753,729
SB 1 - Sustainable Communities Formula Grants	9,060,758	9,376,070
TDA	10,516,359	10,141,654
General Fund	3,224,698	2,817,857
Carbon Reduction Program (CRP)	10,351,736	16,171,778
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2,424,178	4,842,454
Surface Transportation Block Grant (STBG) Program	1,465,323	2,174,440
One-Time/Special Grants and Third-Party Contribution Funding Sources		
FTA 5304 - Strategic Partnerships Transit	500,000	497,361
FHWA SPR - Strategic Partnerships	500,000	486,194
Safe Streets and Roads for All	12,000,000	11,700,000
Federal Other	4,623,574	1,929,203
State Other	4,919,506	4,706,150
SHA - Sustainable Communities Grants	299,959	250,000
Regional Early Action Planning (REAP) 2019 Grants	1,618,152	-
Regional Early Action Planning (REAP) 2021 Grants	215,442,243	207,473,502
MSRC Last Mile Freight Program (LMFP) Grant	16,618,913	14,618,913
In-Kind Commitments	6,149,085	5,767,848
Cash/Local Other	84,674,911	51,082,241
SUBTOTAL	431,021,024	388,224,274
Fringe Benefits Carryforward	1,912,094	(654,923)
Indirect Cost Carryforward	1,588,234	3,249,895
SUBTOTAL	3,500,328	2,594,972
Indirect Cost Budget Change/Allocated Indirect Cost Change	47,976	-
TOTAL FUNDING SOURCES	434,569,328	390,819,246

FUNDING SOURCES

The funding sources for all budget programs, including the OWP, FTA Grant, TDA, and General Fund, and the supported activities are highlighted as follows.

A. Recurring Funding Sources:

Recurring funding sources include the federal and state transportation planning funding sources that are allocated by Caltrans to SCAG annually on a formula basis. Also included in the recurring funding sources are Transportation Development Act (TDA) funding, which is allocated by the County Transportation Commissions (CTCs) in accordance with the State of California Public Utilities Code Section 99233.2, as well as the General Fund that is funded primarily by the membership dues collected from SCAG members agencies in accordance with the By-Laws. Detailed descriptions for each of the funding sources are as follows.

FHWA PL and FTA 5303 Metropolitan Planning Formula Funds (\$44.19 million)

The proposed FY 2025-26 OWP Budget includes \$44.19 million of FHWA PL and FTA 5303 metropolitan planning formula funds. Both funding sources are allocated to MPOs on an annual basis, and SCAG uses the funding to support the development of various transportation plans and transportation improvement programs.

Sustainable Communities SB 1 Formula Grants (\$9.38 million)

Sustainable Communities SB 1 Formula Grants are allocated via formula (consistent with the FHWA PL formula) to the MPOs. The SB 1 Grants support local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals.

TDA Funds (\$ 10.14 million)

Approximately \$9.36 million of TDA funds is included in the FY 2025-26 OWP Budget and the funding supports consultant and staff-related costs for transportation planning activities. It is primarily used to fund consultant activities. The remaining \$0.78 million is included outside of the FY 2025-26 OWP Budget and primarily supports SCAG's special events, such as the General Assembly and the Economic Summit.

General Fund Budget and Membership Assessment Schedule (\$2.82 million)

The proposed General Fund Budget is \$2.82 million. The General Fund Budget provides funding for the Regional Council and its Subcommittees for stipends and travel, General Assembly, and other expenditures that may not be eligible for grant reimbursement. The General Fund Budget and Membership Assessment will be submitted to the General Assembly for approval on May 1, 2025. The Membership Assessment is calculated in accordance with the SCAG bylaws, and the membership dues have been adjusted by the recent year-over-year change in the Consumer Price Index, which is 3.4240%. The Membership Assessment also includes tribal governments; these dues were calculated following the process prescribed in the SCAG bylaws using population data from the U.S. Decennial Census and American Community Surveys when available. For the tribal governments of which population data was not readily available, staff recommends assessing a flat rate dues amount of \$150. Should the population data become

available, the dues assessment may be recalculated. Additional details on the General Fund expenditures and the Membership Assessment Schedule can be found in the FY 2025-26 Draft Comprehensive Budget.

Carbon Reduction Program (CRP) (\$16.17 million), Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$4.84 million), and Surface Transportation Block Grant (STBG) Program (\$2.17 million)

The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA). It funds transportation projects that reduce carbon dioxide emissions from on-road transportation sources. For each fiscal year, 65 percent of the CRP funding to the State is apportioned annually by population to MPOs and RTPAs (Local CRP funds). SCAG, as the MPO, is responsible for the selection of Local CRP-funded projects in the SCAG region. Following discussion with key stakeholders and consistent with the Regional Council approval, 65 percent of the Local CRP funds is currently available through a Call-for-Projects process and SCAG will retain 35 percent of the Local CRP funds to support various projects that achieve regional transportation goals and objectives. Use of the 35 percent of the Local CRP funds is included in the annual SCAG Overall Work Program.

The Surface Transportation Block Grant (STBG) program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Roughly \$290 million in STBG and \$290 million in CMAQ funds for a combined amount of \$580 million annually is apportioned to the SCAG region. As of July 1, 2023, SCAG is responsible for the selection of STBG/CMAQ-funded projects in the SCAG region. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for CMAQ and STBG funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs). Use of the 2.5 percent funds is included in the annual SCAG Overall Work Program.

The FY 2025-26 budget for these fund sources include both the grant carryover from FY 2024-25 of \$11.74 million, as well as new allocations added for FY 2025-26 of \$11.45 million. Some of these funds are still pending the grant agreement executions and/or the funding authorization by Caltrans.

B. One-Time/Special Grants and Third-Party Contribution Funding Sources:

One-Time/Special Grants include federal and state financial assistance awarded to SCAG through a formula or competitive grants process. These are one-time resources provided to SCAG for specific activities identified in the grant proposals and agreements. The One-Time/Special Grants funding sources support activities that augment existing projects or fund new innovative initiatives. Third-party contributions include in-kind commitments and cash received from SCAG's partner agencies as a match for recurring and grant fund sources for various transportation planning-related projects.

FTA 5304 – Strategic Partnership Transit (\$0.50 million) and FHWA SPR – Strategic Partnerships (\$0.49 million)

FTA 5304 and FHWA SPR funds local and regional multimodal transportation planning projects, in partnership with Caltrans of regional, interregional and statewide significance, that support achieving the Caltrans Mission and other State Goals. Caltrans awards these grants through an annual, competitive selection process. In FY 2025-26, Caltrans awarded \$1.0 million in total through its annual, competitive selection process to SCAG. The amounts included in FY 2025-26 budget represent the carryover grant funding.

Safe Streets and Roads for All (\$11.70 million)

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. SCAG was awarded \$12 million in federal funding in FY 2023-24 to fund three initiatives over five years: the Regional Safety Action Plan, the Go Human Safety Program, and Quick-Build demonstrations. \$11.7 million of the \$12 million is being carried over to FY 2025-26. The grant agreement for this funding is still pending execution.

Federal Other (\$1.93 Million) and State Other (\$4.71 million)

The federal and state other sources include various federal and state funds that SCAG has secured through competitive or sub-allocation processes. For the Federal Other, the proposed budget includes \$1.93 million in the FY 2025-26 OWP Budget. This includes grant carryover funding from the Office of Traffic Safety (OTS), the Department of Energy (DOE), and the Community Project Funding/Congressionally Directed Spending (CPFCDs). The funding renewal amendment for the DOE funding is still pending execution.

For the State Other, the proposed budget includes \$4.71 million in the FY 2025-26 OWP Budget. The State Other funding sources include the grant carryover from the California Public Utilities Commission (CPUC), the Active Transportation Program (ATP), and the Sustainable Agricultural Lands Conservation Program (SALC).

State Highway Account (\$0.25 million)

State Highway Account funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals. It also funds local and regional identification of transportation-related climate vulnerability by developing climate adaptation plans. In FY 2023-24, Caltrans awarded \$0.30 million through its annual, competitive selection process to SCAG and the Soboba Band of Luiseño Indians for the Soboba Tribal Climate Change Adaptation Plan project, and the awarded funds are being carried over into FY 2025-26.

REAP 2.0 Grant Program (\$207.47 million)

HCD administers the REAP 2.0 program and provides funding to support transformative and innovative projects that implement the region's Sustainable Communities Strategy and help accelerate infill housing and the reduction in per capita Vehicle Miles Traveled (VMT). In FY 2024-25, the State budget announced by Governor Gavin Newsom reduced the REAP 2.0 program allocation for SCAG from \$246.02 million to \$231.55 million. The proposed budget includes the estimated carryover of REAP 2.0 funds of \$207.47 million.

Last Mile Freight Program Grant (\$14.62 million)

State Health & Safety Code Section 44225 (AB2766) established the Mobile Source Air Pollution Reduction Review Committee (MSRC) to develop a work program to fund projects that help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides SCAG the financial assistance which supports the Last Mile Freight Program (LMFP). In FY 2020-21, SCAG was awarded \$10 million in grant funding for the LMFP, of which the award amount was subsequently increased to \$16.75 million in FY 2022-23. The proposed budget includes the estimated carryover of the LMFP Grant funds for \$14.62 million.

In-kind commitments (\$5.77 million) and Cash/Local Other (\$51.08 million)

The proposed FY 2025-26 OWP budget includes \$5.77 million for third-party contributions for transportation planning projects, primarily to match the federal and state transportation planning funds. The Cash/Local Other of \$51.08 million is included in the FY 2025-26 OWP Budget as well as the FTA Grant Budget and represents local cash contributions from partner agencies on joint-effort projects, as well as third-party contributions from SCAG's sub-recipients as the match contributions for the sub-allocated grant opportunities. Of the \$51.08 million in cash/local other, the LMFP subrecipient match represents \$50.44 million. The remaining portion, \$0.64 million, represents the cash contributions from our partner agencies.

Draft Overall Work Program (OWP)

As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual Overall Work Program (OWP). The OWP identifies

the work that will be accomplished during the 2025-26 fiscal year. It discusses the planning priorities, the needs of the region, and the specific programs to meet those needs. Of the \$390.82 million of FY 2025-26 funding sources, \$384.38 million, or 98%, will fund the OWP programs detailed below.

On January 30, 2025, SCAG held its annual OWP development and coordination meeting with Caltrans, FHWA, and FTA representatives. SCAG staff presented the proposed work program for FY 2025-26 and reported accomplishments and progress on major projects in the current fiscal year. The proposed FY 2025-26 OWP Budget is \$384.38 million. The Draft OWP (<https://scag.ca.gov/sites/main/files/file-attachments/fy25-26-draft-owp.pdf>) will be released for a 30-day public comment period from March 6, following the RC meeting to April 7, 2025 via the link provided in this report (<https://scag.ca.gov/post/draft-fiscal-year-2025-26-overall-work-program>). Staff will receive and address comments in the Final OWP before it is submitted to the Regional Council for final approval on May 1, 2025, and to Caltrans by May 9, 2025. The proposed FY 2025-26 OWP Budget is \$384.38 million and includes various federal and state funding sources. The following table shows the FY 2025-26 OWP Budget by program area:



PROGRAM		Total
010	System Planning	1,807,509
015	Transportation Finance	856,737
020	Environmental Planning	1,119,224
025	Air Quality and Conformity	1,062,210
030	Federal Transportation Improvement Program (FTIP)	4,143,260
045	Geographic Information Systems (GIS)	6,430,808
050	Active Transportation Planning	595,335
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,079,531
060	Corridor Planning	36,821
065	Sustainability Program	3,109,455
070	Modeling	9,784,444
080	Performance Assessment, Monitoring & Strategy	1,250,772
090	Public Information and Communications	5,339,462
095	Regional Outreach and Public Participation	5,223,044
100	Intelligent Transportation Systems (ITS) and Smart Cities	2,984,222
115	Clean Technology Program	365,983
120	OWP Development and Administration	1,657,143
130	Goods Movement	9,998,947
140	Transit and Rail Planning	1,280,545
145	Sustainable Communities and Strategic Partnership Planning Grant	1,169,541
156	Climate Adaptation Planning	280,597
225	Special Grant Projects	16,498,485
230	Regional Aviation and Airport Ground Access Planning	470,239
235	Local Information Services Program	684,859
267	Clean Cities Program	109,562
275	Sustainable Communities Program	7,698,698
280	Future Communities Initiative	50,000
290	Research, Planning and Engagement for Sustainable Communities	8,550,315
303	Economic Empowerment	121,883
305	Regional Early Action Planning (REAP) Grants Program – REAP 2.0	207,473,502
310	Planning Strategy Development and Implementation	5,079,702
315	Last Mile Freight Program - MSRC	65,456,792
325	Regional Pilot Initiatives	4,591,849
400	Planning and Implementation for the 2028 Games	6,158,167
500	Federal Highway Funding Project Selection, Monitoring, and Delivery	858,727
TOTAL COSTS		384,378,370

CEQA Compliance

To the extent the OWP contains projects requiring a discretionary decision by SCAG, the projects are subject to the California Environmental Quality Act (CEQA). Where SCAG is undertaking these projects, it will comply with CEQA. Generally, based on experience, projects where SCAG is undertaking a project are anticipated to be exempt from CEQA based on statutory requirements (the CEQA definition of a project, planning and/or feasibility studies) and/or the project falling into

one or more of the categories of projects that are considered exempt under CEQA Guidelines. Projects programmed in the RTP and FTIP and their amendments are required to undergo an environmental review by the lead agency at the project level. To the extent SCAG is providing funding to the projects via federal and state grants, such projects are subject to agreements with SCAG which require the grant recipient to undertake an environmental review at the project level.

EXPENDITURE CATEGORIES

Table 2 summarizes the expenditure categories in the proposed FY 2025-26 Draft Comprehensive Budget, totaling \$390.82 million.

Table 2. FY 2025-26 Expenditures		
EXPENDITURES	FY25 Amend 1	FY26 Draft
Salaries & Benefits	47,093,035	49,662,559
Consultants	63,993,198	59,275,865
Consultants-Technical Assistance/Pass-Through Payments	193,604,144	200,849,561
Non-Profits/IHL	10,500	10,500
In-Kind Commitments	6,149,085	5,706,639
Cash/Local Other	83,825,061	50,437,747
Capital Outlay	-	160,000
Other Costs	39,894,305	24,716,375
TOTAL EXPENDITURES	434,569,328	390,819,246

Additional information on the expenditure categories detailed in **Table 2** follows:

- 1) The 5.5% increase in Salaries and Benefits is primarily attributed to a net increase of two positions in the total headcount, projected performance-based merit increases, an increase to the required CalPERS payment, and increasing healthcare benefits costs. Additional information on salaries and fringe benefit costs is provided in the **Salaries, Fringe Benefits and Indirect Cost Budget** section below.
- 2) The combined reduction of 9.0% in Consultants, Consultants-Technical Assistance/Pass-Through Payments, Non-Profits/IHL, In-Kind Commitments, and Cash/Local Other results from various projects funded with one-time grants advancing towards completion, reducing remaining expenditures.

The \$59.28 million of the Consultants line includes:

- \$8.25 million in resources to support Connect SoCal's development, outreach, and implementation;
- \$2.78 million in resources to support Consultant activities funded with Indirect Cost, General Fund, TDA, and FTA Grant budget programs;
- \$3.40 million for REAP 2.0 activities;
- \$8.08 million for one-time grant funded activities, inclusive of match amounts;
- \$20.10 million for the Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG) Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding, inclusive of match amounts, to support new programs; and
- \$16.67 million is for resources allocated prior to FY 2023-24 to our partner agencies through the Last Mile Freight Program (LMFP) projects, the 2020 SCP Call projects, and other technical assistance resources.

The Consultants-Technical Assistance/Pass-Through Payments line, introduced in the FY 2023-24 Comprehensive Budget, includes the carryover budget of funding to be provided to partner agencies for the Sustainable Communities Program (SCP) Call #4, a pass-through project for the Soboba Band of Luiseño Indians, 2024 SCP Program budgets, and various REAP 2.0 programs.

- 3) The \$160K in Capital Outlay is to upgrade microphones and audio systems in large conference rooms.
- 4) The 38% reduction in Other Costs is primarily due to the labor budget set aside under the Other Costs category in the FY 2024-25 budget being shifted to the Salaries & Benefits category in FY 2025-26. Most one-time grant awards provide funding for multiyear projects; to reserve funding needed to support SCAG grant-related labor costs in future years, funding is temporarily set aside under the Other Costs category. The set-aside labor budget is shifted from the Other Costs category to Salaries and Benefits as needed. Further, the FY 2024-25 budget included \$4.06 million in CPG that was set aside for the FY 2025-26 anticipated expenditures.

SALARIES, FRINGE BENEFITS AND INDIRECT COST

Salaries Budget

The proposed budget includes salaries and benefits for 237 positions in the amount of \$49.66 million, representing an increase of \$2.57 million compared to FY 2024-25 Budget Amendment 1. The salary and benefits budget increase can be primarily attributed to a net increase of two limited-term positions, the projected performance-based merit increases, an increase to the required

CalPERS payment, and increasing healthcare benefits costs. The proposed budget does not include any changes to the salary schedule.

The proposed FY 2025-26 budget includes a net increase of two limited-term positions and one position status conversion from part-time to full-time. The total position count included in the FY 2025-26 budget is 237, compared to 235 as of the FY 2024-25 Budget Amendment 1. The new limited-term positions will support the transportation planning related activities in FY 2025-26. A detailed list of personnel changes is provided in **Attachment 2**.

Fringe Benefits Budget (\$20.50 million)

The Fringe Benefits Budget covers employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, technology allowance, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff. The proposed fringe benefits rate for FY 2025-26 is 73.3658%, compared to 65.0352% in FY 2024-25. The fringe benefits rate is applied to all salaries in the OWP, FTA Grant, TDA, General Fund, and Indirect Cost budgets. Additional details on employee-associated costs can be found in the FY 2025-26 Draft Comprehensive Budget.

Included in the proposed budget is an increase to modify an existing SCAG Benefit. The Short-Term Disability (STD) program currently has a 30-day waiting period before an employee can receive benefits. The proposed increase, which has an approximate annual cost of \$57,000, will reduce the waiting period to 14 days, which is more in alignment with comparative agencies. No other employee benefit changes are proposed.

Indirect Cost Budget (\$38.20 million)

The Indirect Cost budget provides funding for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program. The proposed Indirect Cost budget is \$38.20 million, which is \$3.05 million more than FY 2024-25 Budget Amendment 1, primarily due to the projected performance-based merit increases for indirect cost staff, subscriptions, hardware costs and depreciations to support the agency operational activities. The detailed line-item budget for the Indirect Cost Budget is included in the FY 2025-26 Draft Comprehensive Budget.

Staff developed the FY 2025-26 Indirect Cost Rate Proposal (ICRP) based on Federal Transit Administration (FTA) guidelines. The proposed indirect cost rate is 137.5646%, compared to 148.5690% in FY 2024-25. The final ICRP will be submitted to FTA for approval in May after the Regional Council approves the budget. The indirect costs allocated to the salaries in the OWP, FTA Grant, TDA, and General Fund budgets are \$34.95 million. The difference between the indirect cost

budget of \$38.20 million and the allocated indirect costs of \$34.95 million is \$3.25 million, which represents the over-recovery of indirect costs from FY 2023-24. The over-recovery must be carried forward as an adjustment to the indirect cost rate calculation in the FY 2025-26 ICRP, effectively truing up recovered indirect costs.

FISCAL IMPACT:

There is no immediate fiscal impact as a result of the recommended actions. Staff will return to the Regional Council on May 1, 2025, to recommend the adoption of the FY 2025-26 Final Comprehensive Budget.

ATTACHMENT(S):

1. FY26 DRAFT_COMPREHENSIVE BUDGET_March 6, 2025 RC Mtg
2. List of Personnel Changes - FY26 Draft Comprehensive Budget
3. DRAFT FY 2025-26 OVERALL WORK PROGRAM AND PUBLIC COMMENT FORM LINK

Southern California Association of Governments

COMPREHENSIVE BUDGET FISCAL YEAR 2025-26 *DRAFT*

MARCH 2025



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COMPREHENSIVE BUDGET

Fiscal Year 2025-26

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COMPREHENSIVE BUDGET FISCAL YEAR 2025-26

SECTION I Overview

ORGANIZATION

INTRODUCTION

This document contains the Southern California Association of Governments (SCAG) Comprehensive Budget for Fiscal Year (FY) 2025-26.

The annual budget consists of the following:

- Overall Work Program (OWP)
A federal, state, and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing, and the environment.
- Federal Transit Administration (FTA) Discretionary & Formula Grant Budget
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- TDA Budget
A locally funded budget consisting of direct projects that are both inside and outside of the OWP and FTA Discretionary & Formula Grant budget programs.
- General Fund Budget (GF)
A budget that utilizes SCAG members' dues for activities not eligible for federal and state funding.
- Indirect Cost Budget (IC)
The budget for the administrative and operations support of SCAG.
- Fringe Benefits Budget (FB)
The budget for the fringe benefits and leave time of SCAG employees.

ORGANIZATION

SCAG ORGANIZATION

SCAG, founded in 1965, 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 the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues, and to foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

SCAG's primary responsibilities include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual OWP; and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs conform with applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

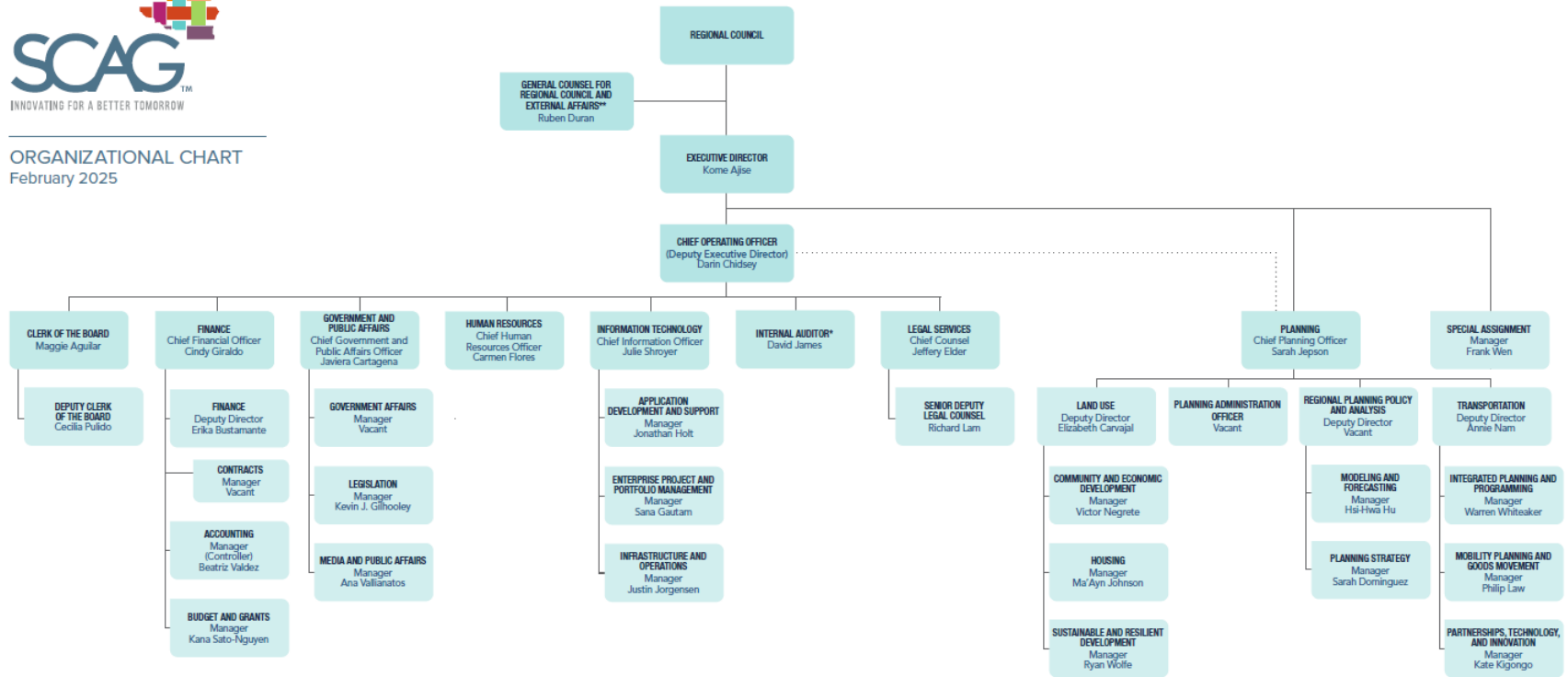
In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs, and services in their respective counties. The agency also operates via a number of critical partnerships at the local, state, and federal levels. In addition to its federal and state funding partners, including but not limited to, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration, California Transportation Commission, California Department of Transportation (Caltrans), etc., SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2025-26 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2025-26 Comprehensive Budget supports Strategic Plan Priority #5 – Secure and optimize diverse funding sources to support regional priorities. All the work programs funded in the budget support at least one of the six Strategic Plan Priorities.

ORGANIZATION



ORGANIZATIONAL CHART February 2025



* Takes direction from the Audit Committee
** Takes direction from the Regional Council

AJZ/SCAG Org Chart 2025.1.13

STRATEGIC PLAN

STRATEGIC PLAN COMPONENTS

Vision Statement

Southern California's Catalyst for a Brighter Future.

Mission Statement

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

Core Values

Be Open

Be accessible, respectful, collaborative and transparent in the work we do.

Lead by Example

Lead with integrity and fairness in working to meet the diverse needs of all people and communities in our region.

Make an Impact

In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous

Have confidence that taking deliberate, bold, and purposeful risks can yield new and valuable benefits.

Cultivate Belonging

Embrace differences, foster equity, champion inclusion and empower all.

STRATEGIC PLAN

STRATEGIC PLAN PRIORITIES

PRIORITY #1

Establish and implement a regional vision for a sustainable future

Objectives

- 1.1 Lead on regional performance-based planning and programming to target investments toward improving the safety, efficiency, affordability, equity, sustainability and maintenance of the transportation system.
- 1.2 Facilitate corridor and network planning to realize seamless mobility and support implementation of Complete Streets, transit and multimodal integration across the SCAG region.
- 1.3 Partner to implement Transportation Demand Management and Intelligent Transportation Systems solutions to optimize system performance while planning for a connected and automated vehicle future.
- 1.4 Lead the effort to establish stable and sustainable transportation funding.
- 1.5 Provide resources and research to develop, connect, and sustain livable and thriving communities.
- 1.6 Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.
- 1.7 Lead efforts and funding opportunities to foster sustainable land use development across the SCAG region to foster growth while conserving and restoring natural and agriculture lands.
- 1.8 Coordinate with partners to meet federal and state ambient air quality standards and support local and regional climate adaptation, mitigation and resilience activities.
- 1.9 Lead and partner on planning and implementation of clean fuel and clean vehicle infrastructure.
- 1.10 Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
- 1.11 Lead regional planning to foster a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards and quality of life for our communities.

STRATEGIC PLAN

PRIORITY #2

Be a cohesive and influential voice for the region

Objectives

- 2.1. Build a deep understanding of the needs of all our communities and stakeholders to inform our work.
- 2.2. Facilitate regional dialogue and collaboration on key issues for effective policy development.
- 2.3. Build the agency's credibility as a policy thought leader and strengthen relationships with partners across sectors and all levels of government.
- 2.4. Position SCAG as a leader in legislative advocacy and influence key policy areas.
- 2.5. Ensure members and stakeholders understand the impact of SCAG's work and are empowered to lead on regional issues (e.g., development of board policy issues).

PRIORITY #3

Spur innovation and action through leadership in research, analysis and information sharing

Objectives

- 3.1. Ensure SCAG is a trusted source for accurate data and intelligence dedicated to objective analysis of regional plans and assisting local jurisdictions with planning.
- 3.2. Lead in planning research and analysis leveraging cutting-edge tools (e.g. Big Data, AI, Activity Based Model, GIS, Scenario Planning Model, Regional Data Platform) to generate insights to inform regional and local decision-making.
- 3.3. Leverage local planning programs and pilots to reveal local solutions that can be scaled to achieve regional objectives.
- 3.4. Establish models for partnerships internally and with the private sector, universities and Community Based Organizations to leverage the diversity of skills, expertise and experience resident in the region.

PRIORITY #4

Build a unified culture anchored in the pursuit of organizational excellence

Objectives

- 4.1. Cultivate a positive employee experience where all feel valued and inspired to reach their fullest potential.
- 4.2. Utilize internal governance to define, prioritize, and resource operational improvements in support of business objectives, effectiveness and efficiency.
- 4.3. Enhance internal communication, information accessibility and knowledge management.
- 4.4. Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.

STRATEGIC PLAN

- 4.5. Optimize processes for efficient multi-disciplinary ideation and collaboration, from project initiation to implementation and ongoing maintenance.

PRIORITY #5

Secure and optimize diverse funding sources to support regional priorities

Objectives

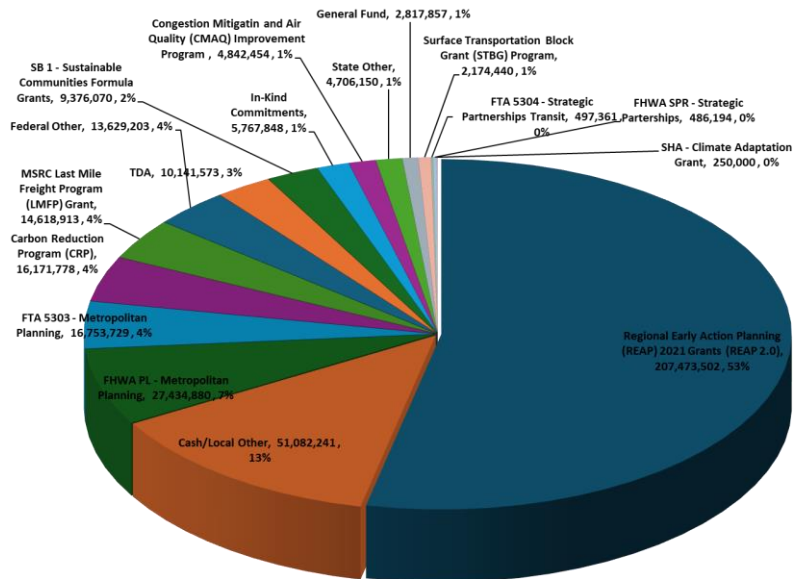
- 5.1. Maintain fair, equitable and compliant project selection and funding administration.
- 5.2. Establish recurring revenue to support essential regional needs, including community development and housing initiatives.
- 5.3. Pursue and advocate for new funding opportunities that support member agencies and SCAG.
- 5.4. Preserve and grow existing critical funding sources.
- 5.5. Explore opportunities to develop revenue-generating products and/or services.

COMPREHENSIVE BUDGET

FY 2025-26 COMPREHENSIVE BUDGET

Budget Funding Sources

SCAG receives most of its recurring funding from the Federal Consolidated Planning Grant (CPG), which consists of Metropolitan Planning Funds from FHWA (FHWA PL) and FTA (FTA Section 5303) as well as Sustainable Communities Formula funds. In recent years, SCAG received the Regional Early Action Planning Grants of 2021 (REAP 2.0) from the Department of Housing and Community Development (HCD), which represents more than 50% of the total funding sources for the FY 2025-26 Comprehensive Budget. More information on funding sources is detailed on pages 20-24. The following chart illustrates the source and relative value of SCAG’s funding sources.



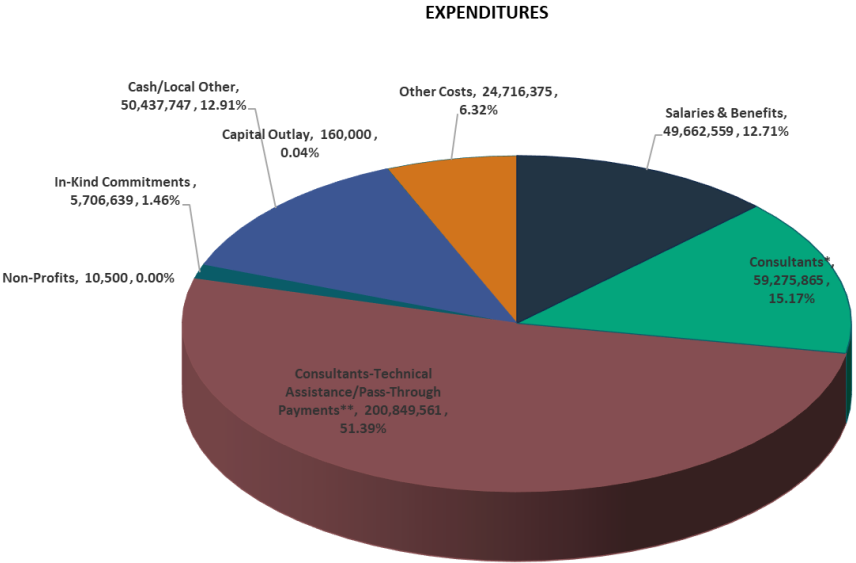
*May not total 100.00% due to rounding

FUNDING SOURCES	AMOUNT
FHWA PL - Metropolitan Planning	27,434,880
FTA 5303 - Metropolitan Planning	16,753,729
FTA 5304 - Strategic Partnerships Transit	497,361
FHWA SPR - Strategic Partnerships	486,194
Federal Other	13,629,203
Carbon Reduction Program (CRP)	16,171,778
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	4,842,454
Surface Transportation Block Grant (STBG) Program	2,174,440
SB 1 - Sustainable Communities Formula Grants	9,376,070
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	207,473,502
MSRC Last Mile Freight Program (LMFP) Grant	14,618,913
SHA - Climate Adaptation Grant	250,000
State Other	4,706,150
TDA	10,141,654
In-Kind Commitments	5,767,848
Cash/Local Other	51,082,241
General Fund	2,817,857
SUBTOTAL	388,224,274
Fringe Benefits Carryforward	(654,923)
Indirect Cost Carryforward	3,249,895
TOTAL FUNDING SOURCES	390,819,246

COMPREHENSIVE BUDGET

Budget Expenditures

SCAG allocates its budget into eight major expenditure categories. The following chart illustrates the relative values of each category. Consultants-Technical Assistance/Pass-Through Payments include the resources being allocated to the regional partners through the Call-for-Projects such as Sustainable Communities Programs and REAP 2.0 programs. The Consultants category in the chart and table below consists of the following cost categories: Consultant, Consultant Other, and Consultant Toll Credit (see page 12). Lastly, Other includes direct and indirect non-labor costs (see pages 12-13).



*May not total 100.00% due to rounding

EXPENDITURES	AMOUNT
Salaries & Benefits	49,662,559
Consultants*	59,275,865
Consultants-Technical Assistance/Pass-Through Payments**	200,849,561
Non-Profits	10,500
In-Kind Commitments	5,706,639
Cash/Local Other	50,437,747
Capital Outlay	160,000
Other Costs	24,716,375
TOTAL EXPENDITURES	390,819,246

* Consultants includes: Consultant, Consultant Other and Consultant Toll Credit (TC)
 **Technical Assistance includes: \$2.5M for SCP, \$190M for REAP 2.0 programs, \$8.1M for 2024 SCP Active Transportation & Safety Call, and \$250K for Soboba.

LINE ITEM BUDGET

COMPREHENSIVE LINE ITEM BUDGET: FY23 THROUGH FY26

GL Account	Line Item	FY23 Actuals	FY24 Actuals	FY25 Adopted	FY26 Proposed	% Incr. (Decr)
500XX	Staff	\$ 25,657,565	\$ 28,056,962	\$ 32,166,544	\$ 33,859,964	5%
543XX	Consultant	23,281,839	19,077,031	68,372,908	41,470,878	-39%
54302	Non-Profits/IHL	32,760	-	-	10,500	-
54303	Consultant TC	3,462,669	3,845,734	2,060,651	17,804,987	764%
54304	Consultant - Technical Assistance/Pass-Through Payments	-	1,337,596	171,664,739	200,849,561	17%
54340	Legal	456,833	491,788	1,234,169	711,640	-42%
54360	FTA Pass-Through Payments	1,218,653	-	-	-	#DIV/0!
55201	Network and Communications	140,957	173,089	213,950	213,950	0%
55210	Software Support	1,158,528	653,997	629,337	621,852	-1%
55220	Hardware Support	76,210	39,109	283,826	203,826	-28%
55225	Hardware Purchase < \$5,000	-	63,156	-	140,000	-
55240	Repair-Maintenance	37,788	43,630	55,000	35,000	-36%
55250	Cloud Services	-	704,958	1,395,040	1,661,498	-
55251	Cloud Support	1,371,857	997,536	338,998	103,508	-69%
55270	Software Purchases	-	-	-	-	-
55271	Owned Software	661,683	34,984	606,493	313,064	-48%
55275	Co-location Services	167,948	173,809	171,997	178,017	4%
5528X	3rd Party Contributions	5,310,141	5,688,619	89,531,700	56,205,595	-37%
55310	Furniture & Fixture Principal	160,241	-	-	-	-
55315	Furniture & Fixture Interest	2,606	-	-	-	-
55320	Audio-Visual Equipment Principal	117,205	-	-	-	-
55325	Audio-Visual Equipment Interest	2,673	-	-	-	-
55400	Office Rent / Operating Expense	2,462,907	2,618,668	2,589,665	2,693,252	4%
55410	Office Rent Satellite	133,825	137,389	304,142	164,800	-46%
55415	Off-Site Storage	19,828	24,289	105,600	120,000	14%
55420	Equipment Leases	53,265	56,220	100,000	60,000	-40%
55430	Equipment Repair-Maintenance	-	-	2,000	1,000	-50%
55435	Security Services	86,138	88,337	100,000	100,000	0%
55440	Insurance	386,453	338,872	390,000	481,743	24%
55441	Payroll / Bank Fees	45,336	49,732	51,000	111,000	118%
55445	Taxes	1,195	948	1,000	1,000	0%
55460	AV, IT or Facilities Materials & Equipment < \$5,000	1,234	10,215	154,000	54,000	-65%
55510	Office Supplies	25,781	30,763	76,300	51,000	-33%
55520	Graphic Supplies	1,485	5,500	4,000	3,000	-25%
55530	Telephone	636	629	-	-	-
55540	Postage	10,000	24	10,000	5,000	-50%
55550	Delivery Services	11,722	11,614	20,000	10,000	-50%
55580	Outreach/Advertisement	23,546	47,503	108,000	104,500	-3%
55600	SCAG Memberships	238,139	207,484	260,700	263,800	1%
55610	Professional Memberships	8,000	13,432	21,000	18,100	-14%
55611	Professional Dues	3,656	3,235	3,250	3,720	14%
5562X	Resource and Materials, GASB96 & non-GASB96 Subscriptions	456,914	1,516,996	2,905,195	3,323,082	14%
55630	COVID Facility Expense	6,898	4,207	-	-	#DIV/0!
55631	ADA & Safety Compliance	-	-	15,000	5,000	-67%
55700	Depreciation - Furniture & Fixture	31,887	-	300,000	-	-100%
55710	Depreciation - Computer	391,196	384,515	-	450,000	-
557XX	Amortization - Software & Lease	161,713	161,713	75,000	185,000	147%
55730	Capital Outlay	9,887	-	-	160,000	-
55800	Recruitment - Advertising	37,534	24,675	65,000	65,000	0%
55801	Recruitment - Other	19,026	23,418	45,000	45,000	0%

LINE ITEM BUDGET

COMPREHENSIVE LINE ITEM BUDGET: FY23 THRU FY26 (CONTINUED)

GL Account	Line Item	FY23 Actuals	FY24 Actuals	FY25 Adopted	FY26 Proposed	% Incr. (Decr)
55810	Public Notices	82,541	37,646	-	-	#DIV/0!
55820	In-House Training	23,951	13,145	70,000	40,000	-43%
55830	Networking Meetings/Special Events	13,698	12,700	28,500	19,200	-33%
55840	Training Registration	73,176	97,436	98,000	117,000	19%
55860	Scholarships	88,000	40,000	44,000	44,000	0%
55910	RC/Committee Meetings	-	31,113	5,000	5,000	0%
55912	EAC Retreat	33,936	27,950	20,000	30,000	50%
55914	RC General Assembly	842,215	715,370	848,225	843,225	-1%
55915	Demographic Workshop	-	20,713	28,000	28,000	0%
55916	Economic Summit	150,317	178,306	188,000	187,000	-1%
55920	Other Meeting Expense	110,458	89,354	219,250	219,800	0%
55930	Miscellaneous Other	32,322	9,722	60,700	46,700	-23%
55931	Miscellaneous Labor	-	-	1,744,498	176,812	-90%
55932	Miscellaneous Labor Future	-	-	7,393,647	9,063,516	23%
55936	Engagement Committee	19,986	16,921	20,000	20,000	0%
55937	Employee Recognition	4,583	6,476	15,000	15,000	0%
55938	Department Allowances	8,548	9,768	15,000	15,000	0%
55940	Stipend-RC Meetings	227,690	249,570	301,683	301,683	0%
55950	Temporary Help	90,763	17,797	160,000	160,000	0%
56100	Printing	2,313	13,531	26,300	10,000	-62%
5810X	Travel - Outside & International	138,950	165,618	402,100	495,050	23%
58101	Travel - Local	36,659	41,639	83,578	81,078	-3%
58110	Mileage - Local	32,588	37,199	60,900	55,750	-8%
581XX	Staff Lodging Expense & Fees	14,813	19,954	15,500	15,000	-3%
58800	RC Sponsorships	125,228	110,850	165,000	165,000	0%
59090	Expense - Local Other	284,227	-	-	-	#DIV/0!
60041	Vacation Cash Out	85,119	84,943	86,000	88,000	2%
6011X	PERS	7,048,671	7,837,862	8,904,791	9,082,379	2%
60120	Retirement-PARS	81,555	83,186	82,367	84,568	3%
60200	Health Insurance - Active Employees	1,877,241	2,685,835	3,147,400	3,354,400	7%
60201	Health Insurance - Retirees PAYGO	565,996	570,475	767,068	741,736	-3%
60202	Health Insurance - Retirees GASB 45	134,696	97,900	-	-	-
60210	Dental Insurance	243,614	255,747	292,842	319,562	9%
60220	Vision Insurance	67,563	72,801	82,796	87,751	6%
60225	Life Insurance	134,418	145,258	143,383	178,545	25%
60240	Medicare Tax Employers Share	373,931	418,513	460,587	485,141	5%
60250	Medicare Tax ER - Interns	4,315	3,994	4,495	4,495	0%
60255	Social Security ER - Interns	16,916	16,951	19,220	19,220	0%
60300	Tuition Reimbursement	24,298	12,729	33,776	43,776	30%
60310	Transit Passes	25,584	26,649	35,000	82,500	136%
60315	Bus Passes NT - Interns	777	155	1,000	1,000	0%
60360	De Minimis Employee Exp	-	-	15,000	15,000	0%
60365	De Minimis Employee Exp Interns	-	-	5,172	4,232	-18%
60366	Technology Allowance	271,694	364,592	390,600	398,160	2%
60367	Technology Allowance Intern	20,994	25,912	28,962	23,696	-18%
60400	Workers Compensation Insurance	158,739	172,798	158,739	173,500	9%
60405	Unemployment Compensation Insurance	744	6,406	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	13,812	11,702	12,636	12,636	0%
60415	SCAG 457 Match	111,197	485,721	439,750	446,750	2%
60450	Benefits Administrative Fees	73,835	77,435	90,913	99,848	10%
60500	Automobile Allowance	20,700	20,700	20,700	20,700	0%
	Total	81,739,729	82,583,416	403,702,282	390,819,246	-3%

*Totals may not add due to rounding

LINE ITEM BUDGET

DESCRIPTION OF BUDGET LINE ITEM

The following chart provides a description of each budget account/line item.

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 Consultant	Outside experts retained to provide special expertise.
54301 Consultant – Other	Same as 54300 above. Outside experts retained to provide special expertise, specifically for IT services.
54302 Non-Profits / IHL	Partnerships with non-profit organizations and institutes of higher learning (IHL).
54303 Consultant TC	Same as 54300 above. Toll credits are used in lieu of local matching funds, which allows for work to be 100% funded with federal funds.
54304 Consultant – Technical Assistance/Pass-Through Payments	Outside experts retained to provide special expertise as well as pass-through funding to partner agencies.
54315 Consultant IC – REAP Admin	Same as 54300 above. 5% administration costs that are incurred by outside experts.
54340 Legal	Outside legal experts retained to provide special expertise.
54360 FTA Pass-Through Payments	FTA Payments received by SCAG but passed through to other agencies.
55201 Network and Communications	Fees paid for any network infrastructure including network circuits, internet, and VoIP systems and calling plans.
55210 Software Support	Fees paid for telephone support and updates of SCAG’s high-end desktop and network software.
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG’s computer servers.
55240 Repair – Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
55250 Cloud Services	Monthly recurring costs for cloud compute and storage capacity.
55251 Cloud Support	Fees paid for any software, licenses, or software support that is managed in the cloud by a 3rd party provider or is related to cloud provided software or services.
55270 Software Purchases	Fees paid for initial software purchase.
55271 Owned Software	Fee paid for any software, licenses, or software support that is installed to or used for SCAG owned servers in our datacenters or private cloud infrastructure.
55275 Co-location Services	Fee paid for any services, products, features, or support that are provided by an IT co-location or data center provider.
5528X 3rd Party Contribution	Like-kind contributions from other agencies that are match for SCAG’s grants.

LINE ITEM BUDGET

Account/Line Item	Description
55310 Furniture & Fixtures Principal	Principal portion of furniture and fixtures debt service payments.
55315 Furniture & Fixtures Interest	Interest portion of furniture and fixtures debt service payments.
55320 Audio-visual Equipment Principal	Principal portion of audio-visual equipment debt service payments.
55325 Audio-visual Equipment Interest	Interest portion of audio-visual equipment debt service payments.
55400 Office Rent / Operating Expense	Rent and operating expenses paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, equipment, etc.
55430 Equipment Repairs – Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG's locations.
55440 Insurance	SCAG's liability insurance premiums.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG's assets.
55460 AV, IT or Facilities materials & equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000 (it's not necessary to capitalize and depreciate).
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55580 Outreach / Advertisement	Cost of advertising and public outreach for SCAG programs and services.
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.

LINE ITEM BUDGET

Account/Line Item	Description
55611 Professional Dues	Dues paid on behalf of SCAG employees for professional licenses (Certified Public Accountant, Certified Internal Auditor or State Bar).
5562X Resources and Materials, Non-GASB96 & GASB96 Subscriptions	Fees for book purchases, subscriptions and data acquisition.
55630 COVID Facility Expense	Pays for facility expenses related to COVID 19.
55631 ADA & Safety Compliance	Pays for ADA and safety compliance expenses.
55700 Depreciation – Furniture & Fixtures	The general and TDA funds buy assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to indirect cost.
55710 Depreciation – Computer	The general and TDA funds buy assets that have a cost greater than capital acquisition threshold using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to indirect cost.
55720 Amortization – Lease	To account for amortization of leasehold improvements.
55730 Capital Outlay	Fixed asset purchases greater than agency's capital acquisition threshold. The cost is recovered when depreciation is charged to indirect cost.
55800 Recruitment – Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 In House Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC / Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 EAC Retreat	The EAC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.
55914 RC General Assembly	Pays for General Assembly expenses such as meals and conference facilities, as required the by the SCAG Bylaws.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.

LINE ITEM BUDGET

Account/Line Item	Description
55920 Other Meeting Expense	Pays for other expenses related to meeting support.
55930 Miscellaneous Other	Pays for other minor expenses not categorized elsewhere.
55931 Miscellaneous Labor	Pays for other labor expenses not categorized elsewhere.
55932 Miscellaneous Labor, Future	Pays for other labor expenses not categorized elsewhere for the future budget.
55936 Engagement Committee	Pays for employee engagement committee activities and projects.
55937 Employee Recognition	Pays for employee recognition activities.
55938 Department Allowances	Pays for employee recognition activities by department managers.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects.
58101 Travel – Local	Travel inside the SCAG region.
58102 Travel – International	Travel outside of the United States.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58120 Travel Agent Fees	Travel agent fees billed by Concur for online or phone reservation.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Other	Cash contributions from local agencies for projects funded with federal pass-through funds from SCAG.
60041 Vacation Cash Out	Vacation cash-out program for staff and management.
6011X Retirement-PERS	Pays for employee share of contributions to PERS.

LINE ITEM BUDGET

Account/Line Item	Description
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.
60200 Health Insurance – Active Employees	SCAG contribution for employee health insurance.
60201 Health Insurance – Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance – Retirees GASB 45	Retiree health insurance premiums paid to the California Employers’ Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance.
60220 Vision Insurance	SCAG contribution for employee vision insurance.
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60250 Medicare Tax ER – Interns	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60255 Social Security ER – Interns	Employer’s share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60315 Bus Passes NT – Interns	Interns who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60360 De Minimis Employee Exp	Stipends paid to employees related to COVID-19.
60365 De Minimis Employee Exp Interns	Stipends paid to interns related to COVID-19.
60366 Technology Allowance	The allowance covers phone usage, offset employees’ cost of burden utilizing internet and electricity/water while working remotely.
60367 Technology Allowance Intern	Same as 60366 above but for intern staff.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.

LINE ITEM BUDGET

Account/Line Item	Description
60410 Miscellaneous Employee Benefits	Pays for SCAG’s Employee Assistance Program.
60415 SCAG 457 Match	SCAG staff, managers and directors receive matching funds for 457 Plan deferred compensation contributions.
60450 Benefits Administrative Fees	Pays for third parties who administer SCAG’s cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

Attachment: FY26 DRAFT_COMPREHENSIVE BUDGET_March 6, 2025 RC Mtg (Approval of the Fiscal Year 2025-26 Draft Comprehensive



COMPREHENSIVE BUDGET FISCAL YEAR 2025-26

SECTION II Budget Components

OVERALL WORK PROGRAM

Overall Work Program (OWP)

The Flow of Funds

Traditionally, the majority of OWP recurring funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via Caltrans. In recent years, SCAG’s non-recurring funding flow has expanded due to the direct allocation from the California Department of Housing & Community Development (HCD) for the Regional Early Action Planning Grants of 2021. In addition, SCAG has secured various discretionary competitive grants to support its work plan and activities.

Summary of FUNDING Sources

Consolidated Planning Grant (CPG)

In 1997, FHWA/FTA instituted a transportation planning funds process called CPG. In California, the four CPG fund sources are described below.

1. FHWA Metropolitan Planning (FHWA PL)

Metropolitan Planning funds, otherwise known as PL funds, are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including the development of metropolitan area transportation plans and transportation improvement programs.

The state must make all federally authorized PL funds available to the MPOs in accordance with a formula developed by the state, in consultation with the MPOs and approved by the FHWA.

2. FTA Metropolitan Planning, Section 5303 (FTA §5303)

All MPOs with an urbanized area receive FTA §5303 funds each year to develop transportation plans and programs. The percentage of the California apportionment of FTA §5303 each MPO receives is determined by a formula agreed to by the MPOs, Caltrans and FTA.

The FTA §5303 formula has two components, a base allocation and a population component, which distributes funds according to the MPO’s percentage of statewide urbanized area population as of the most recent decennial census.

3. FHWA State Planning and Research Part I – Strategic Partnership Grants (SP&R)

Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide need of the State highway system, and assist in achieving other State goals. Caltrans awards these grants through an annual, competitive selection process.

4. FTA State Planning and Research, Section 5304 Strategic Partnerships – Transit (FTA §5304)

Funds local and regional multimodal transportation planning projects, with a focus on transit, in partnership with Caltrans of regional, interregional and statewide significance, that support achieving the Caltrans Mission and other State Goals. Caltrans awards these grants through an annual, competitive selection process.

OVERALL WORK PROGRAM

Sustainable Transportation Planning Grants

The Sustainable Transportation Planning Grants include the State Highway Account (SHA) funds as well as Senate Bill (SB) 1 funds that are deposited into the Road Maintenance and Rehabilitation Account (RMRA). Caltrans awards these grants through an annual, competitive selection as well as a formula-allocation process.

1. State Highway Account

Funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals; funds local and regional identification of transportation-related climate vulnerability through the development of climate adaptation plans. Caltrans awards these grants through an annual, competitive selection process.

2. Sustainable Communities SB 1 Formula Grants

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, is a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. Beginning in FY 2017-18, approximately \$12.5 million in Sustainable Communities Formula Grants from SB 1 reside under the Sustainable Transportation Planning Grant Program and are allocated via formula (consistent with the FHWA PL formula) to the 18 MPOs. These funds are for local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals.

Local Funds

Each funding source described above requires that local cash or in-kind services be provided as a match. SCAG uses a combination of the following sources to meet the match requirements:

1. Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside, and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of recurring non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

2. Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. Cash/local contributions are also used to augment various projects.

3. In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local match requirement for staff costs that is a condition of receiving grant funds. In-kind match includes services, such as staff time, provided by a local agency to support the work funded by a grant.

OVERALL WORK PROGRAM

Special Grant Funds

SCAG receives various discretionary grant funds to carry out a wide array of planning programs such as the Regional Early Action Planning Grants Program, Pedestrian and Bicycle Safety Program, Clean Cities Coalition, Last Mile Freight Program, and Caltrans Local Assistance Active Transportation Program.

1. AB2766/Mobile Source Air Pollution Reduction Review Committee (MSRC) Funds

State Health & Safety Code Section 44225 (AB2766) established MSRC to develop a work program to fund projects that help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides to SCAG the financial assistance which supports Last Mile Fright Program.

2. Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Funds

California OTS competitively awards to various agencies for projects that increase awareness of traffic rules, rights, and responsibilities among different age groups.

3. Department of Energy (DOE) Funds

The Department of Energy provides financial assistance to fund projects that provide technical aid and targeted outreach, within the coalition’s territory, to raise awareness and foster a greater understanding of alternative fuels and advanced vehicle technologies to increase the market and decrease petroleum dependence.

4. Active Transportation Program (ATP) Funds

ATP was created by Senate Bill 99 (Chapter 359, Statues of 2013) and Assembly Bill 101 (Chapter 354, Statues of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP program is funded from various federal and state funds appropriated in the annual Budget Act. Caltrans provides administrative oversight for the Programs and ensures that the terms and conditions of the California Transportation Commission’s guidelines.

5. Congressionally Directed Project

The Consolidated Appropriations Act, 2022 (Public Law 117-103) appropriated funding for Highway Infrastructure Programs (HIP), which included a set-aside for Community Project Funding/Congressionally Directed Spending. Caltrans provides administrative oversight for this program. SCAG received an award in the amount of \$480,000 under this program to support Highways to Boulevards Regional Study.

6. Regional Early Action Planning (REAP) Grants Program

As part of the 2021 California Comeback Plan under AB 140, the Regional Early Action Planning Grant of 2021 (REAP 2.0) was established to build on the success of the REAP 2019, but to expand the program focus by integrating housing and climate goals and allowing for broader planning and implementation investments. Up to approximately \$231.5 million is available for SCAG under the REAP 2.0 for eligible activities.

7. Local Agency Technical Assistance Grant Funds

The Public Utilities Commission of the State of California (CPUC) awarded SCAG \$996,058 in grant funds under the Local Agency Technical Assistance (LATA) Program which supports tribes and local

OVERALL WORK PROGRAM

agencies in California to expand broadband services to unserved and underserved communities. The funding will be used to conduct Last Mile Project Assessment for the SCAG region where the assessment would determine and provide high-level design for a maximum of three shovel-ready projects located within underserved communities.

8. Carbon Reduction Program Funds

The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA). It funds transportation projects that reduce carbon dioxide emissions from on-road transportation sources. For each fiscal year, 65 percent of CRP funding to the State is apportioned annually by population to MPOs and RTPAs (Local CRP funds). SCAG, as the MPO, is responsible for the selection of Local CRP-funded projects in the SCAG region. Following discussion with key stakeholders and consistent with the Regional Council approval, 65 percent of the Local CRP funds was made available through a Call-for-Projects process and SCAG retained 35 percent of the Local CRP funds to support various projects that achieve regional transportation goals and objectives. Use of the 35 percent of the Local CRP funds is included in the annual SCAG Overall Work Program.

9. Sustainable Agricultural Lands Conservation Program (SALC)

The Sustainable Agricultural Lands Conservation Program (SALC) is a component of the Strategic Growth Council's Affordable Housing and Sustainability Program. It supports the California's greenhouse gas (GHG) emission reduction goals by making strategic investments to protect agricultural lands from conversion to more GHG intensive uses. The funding will be used to develop a Natural & Agricultural Lands Economic and Resilience Benefits Study and Landscape Analysis White Paper for SCAG's six county region.

10. Safe Streets and Roads for All

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The award funding from the FY23 cycle will be used to fund three initiatives over five years: the Regional Safety Action Plan, the Go Human Safety Program, and Quick-Build demonstrations. The award funding from the FY24 cycle will be used to create semi-permanent open streets events in partnership with LADOT.

11. Surface Transportation Block Grant Program (STBG)/Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Surface Transportation Block Grant (STBG) program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Roughly \$290 million in STBG and \$290 million in CMAQ funds for a combined

OVERALL WORK PROGRAM

amount of \$580 million annually is apportioned to the SCAG region. As of July 1, 2023, the Southern California Association of Governments (SCAG) is responsible for the selection of STBG/CMAQ-funded projects in the SCAG region. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for STBG and CMAQ funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs). Use of the 2.5 percent funds is included in the annual SCAG Overall Work Program.

OVERALL WORK PROGRAM

OWP Budget Document

The core regional transportation planning document is the OWP, and its core product is the completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis and serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 of the following calendar year. The OWP includes three component pieces:

1. **Regional Prospectus**
The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:
 - The region’s regional planning approach
 - The agency’s organizational structure and interagency arrangements
 - An overview of governmental and public involvement
 - The progress made towards implementing the RTP/SCS (Connect SoCal)

2. **Program/Work Elements**
The Program/Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, ongoing, and future year’s work to be completed. It also includes the sources and uses of funds.

3. **Budget Revenue & Expenditure Reports**
These summary reports list all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA only include the CPG and Sustainable Transportation Planning Grants, including SB1 grants, described above.

OVERALL WORK PROGRAM

OWP Line Item Budget

The OWP Budget can be viewed in two ways: The first table is a line item budget displaying how the OWP budget is allocated. The second table shows the same budget by project and major budget category.

Cost Category	FY25 Adopted	FY26 Proposed	Incr (Decr)
500XX Staff	\$ 14,058,233	\$ 14,633,617	\$ 575,384
543XX Consultant	64,873,471	38,693,916	(26,179,555)
54302 Non-Profits/IHL	-	10,500	10,500
54303 Consultant TC	2,060,651	17,804,987	15,744,336
54304 Consultant Technical Assistance /Pass-Through Payments	171,664,739	200,849,561	29,184,822
54340 Legal	79,278	60,000	(19,278)
55510 Office Supplies	2,500	-	(2,500)
55210 Software Support	-	-	-
5528X Third party contribution	89,531,700	56,205,595	(33,326,105)
55415 Off-site storage	100,600	115,000	14,400
55460 AV, IT or Facilities materials & equipment purchases <\$5K	-	-	-
55520 Graphic supplies	-	-	-
55580 Outreach/advertisement	108,000	104,500	(3,500)
55610 Professional membership	-	-	-
5562X Resource materials, GASB 96 & Non-GASB 96 Subscriptions	1,063,900	1,203,409	139,509
55810 Public notices	-	-	-
55830 Networking meetings/special events	4,000	4,000	-
55920 Other meeting expense	36,500	37,500	1,000
55930 Miscellaneous other	26,500	17,081	(9,419)
55931 Miscellaneous labor	1,662,008	94,266	(1,567,742)
55932 Miscellaneous labor, future	7,346,670	9,033,516	1,686,846
56100 Printing	3,300	-	(3,300)
58100 Travel	199,100	278,000	78,900
58101 Travel-local	10,000	12,000	2,000
58110 Mileage	12,000	12,000	-
Sub-total	\$ 352,843,150	\$ 339,169,448	\$ (13,673,702)
51000 Fringe benefits	8,983,845	10,556,432	\$ 1,572,587
51001 Indirect costs	34,233,267	34,652,490	\$ 419,223
Total	\$ 396,060,262	\$ 384,378,370	\$ (11,681,892)

*Totals may not add due to rounding

OVERALL WORK PROGRAM

This table shows the same budget by program and major budget category.

Program	Total *	Other Costs	FY26 Proposed Budget			
			Non-Profit	Consultant	Consultant TC	Consultant TA
010 System Planning	1,807,509	1,777,509	-	30,000	-	-
015 Transportation Finance	856,737	756,737	-	-	100,000	-
020 Environmental Planning	1,119,224	1,119,224	-	-	-	-
025 Air Quality and Conformity	1,062,210	1,062,210	-	-	-	-
030 Federal Transportation Improvement Program (FTIP)	4,143,260	3,643,260	-	-	500,000	-
045 Geographic Information Systems (GIS)	6,430,808	6,147,343	-	-	283,465	-
050 Active Transportation Planning	595,335	595,335	-	-	-	-
055 Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,079,531	1,634,359	-	-	445,172	-
060 Corridor Planning	36,821	36,821	-	-	-	-
065 Sustainability Program	3,109,455	2,212,104	-	897,351	-	-
070 Modeling	9,784,444	9,259,444	-	50,000	475,000	-
080 Performance Assessment, Monitoring & Strategy	1,250,772	1,250,772	-	-	-	-
090 Public Information and Communications	5,339,462	4,788,462	-	-	551,000	-
095 Regional Outreach and Public Participation	5,223,044	4,857,744	-	60,000	305,300	-
100 Intelligent Transportation Systems (ITS) and Smart Cities	2,984,222	1,608,034	-	1,076,188	300,000	-
115 Clean Technology Program	365,983	365,983	-	-	-	-
120 OWP Development and Administration	1,657,143	1,657,143	-	-	-	-
130 Goods Movement	9,998,947	2,553,496	-	3,717,901	3,727,550	-
140 Transit and Rail Planning	1,280,545	1,154,040	-	126,505	-	-
145 Sustainable Communities and Strategic Partnership Planning Grant	1,169,541	40,069	-	1,129,472	-	-
156 Climate Adaptation Planning	280,597	30,597	-	-	-	250,000
225 Special Grant Projects	16,498,485	3,159,631	10,500	5,882,242	-	7,446,112
230 Regional Aviation and Airport Ground Access Planning	470,239	470,239	-	-	-	-
235 Local Information Services Program	684,859	534,859	-	-	150,000	-
267 Clean Cities Program	109,562	109,562	-	-	-	-
275 Sustainable Communities Program	7,698,698	993,458	-	3,525,000	-	3,180,240
280 Future Communities Initiative	50,000	-	-	50,000	-	-
290 Research, Planning and Engagement for Sustainable Communities	8,550,315	1,921,361	-	4,128,954	2,500,000	-
303 Economic Empowerment	121,883	121,883	-	-	-	-
305 Regional Early Action Planning (REAP) Grants Program – REAP 2.0	207,473,502	14,098,903	-	3,401,390	-	189,973,209
310 Planning Strategy Development and Implementation	5,079,702	5,079,702	-	-	-	-
315 Last Mile Freight Program - MSRC	65,456,792	50,837,879	-	14,618,913	-	-
325 Regional Pilot Initiatives	4,591,849	1,061,849	-	-	3,530,000	-
400 Planning and Implementation for the 2028 Games	6,158,167	1,658,167	-	-	4,500,000	-
500 Federal Highway Funding Project Selection, Monitoring, and Delivery	858,727	421,227	-	-	437,500	-
Total Costs	384,378,370	127,019,406	10,500	38,693,916	17,804,987	200,849,561

*Totals may not add due to rounding

*Includes indirect costs, fringe benefits, non-labor, and in-kind match

OVERALL WORK PROGRAM

Program/work elements

The following section provides a summary of the OWP Programs and the Strategic Plan goal(s) each program supports.

010 System Planning

Managers: Warren Whiteaker & Philip Law

Program Objective:

Transportation System Planning involves long-term planning for system preservation, system maintenance, optimization of system utilization, system safety, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal (RTP/SCS) is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, and update the RTP/SCS. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. SCAG will ensure that Connect SoCal 2024 is consistent with state and federal requirements while addressing the region's transportation needs.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

015 Transportation Finance

Manager: Warren Whiteaker

Program Objective:

This work program is critical to addressing some of SCAG's core activities—specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast through the RTP/SCS planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2024-25, this work program will continue refinement of the Connect SoCal financial plan and provide support for key financial strategies throughout the region.

OVERALL WORK PROGRAM

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

020 Environmental Planning

Manager: Sarah Dominguez

Program Objective:

In accordance with the California Environmental Quality Act (CEQA), SCAG prepares environmental documentation to ensure regulatory compliance with applicable federal and state environmental laws, monitors changes in environmental compliance requirements, and provides tools and services related to CEQA and CEQA streamlining efforts to support local jurisdictions. SCAG serves as the lead agency responsible for preparing the RTP/SCS Program Environmental Impact Report (PEIR) and addendums, and ensures completion of environmental documentation, such as Categorical Exemptions, for SCAG’s existing programs, as needed. Staff works closely with local and regional agencies and stakeholders and conducts consultation and public outreach during the preparation of environmental documentation.

The Intergovernmental Review (IGR) program provides informational resources to regionally significant projects, plans, and programs to facilitate the consistency of these projects with SCAG’s adopted regional plans, to be determined by the lead agencies; functions as a clearinghouse for applications for federal grants and financial assistance programs, federally required state plans, federal development activities, and environmental documents; serves as an internal resource for submitted project information to support the Connect SoCal update and regional performance monitoring and assessment; and coordinates internal input to integrate performance monitoring in the review of environmental documents for regionally significant projects.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.

025 Air Quality and Conformity

Manager: Sarah Dominguez

Program Objective:

The Air Quality Planning and Conformity program oversees and performs regional transportation conformity

OVERALL WORK PROGRAM

determinations and related air quality planning, analysis, documentation, and policy implementation in SCAG region. This includes preparing transportation conformity analyses for RTP/SCS, FTIP, and their amendments; fulfilling federally required interagency consultation, processing and acting as clearinghouse for particulate matter (PM) hot spot analyses for transportation projects through the Transportation Conformity Working Group (TCWG); monitoring, participating in, and reporting on relevant federal, California, and regional air quality rulemaking; collaborating with the California Air Resources Board (ARB) and local air districts on development of air quality management plans/state implementation plans (AQMPs/SIPs); identifying and proactively addressing potential conformity failures and potential highway sanctions; developing SCAG’s portion of South Coast Air Quality Management Plan (commonly known as Appendix IV-C); ensuring the timely implementation of transportation control measures (TCMs); and participating in the development and implementation of the Mobile Source Air Pollution Reduction Review Committee (MSRC) work programs.

Strategic Plan:

- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.

030 Federal Transportation Improvement Program (FTIP)

Manager: Warren Whiteaker

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects and programs that will receive federal funding or are subject to a federally required action. The FTIP is a key programmatic tool that helps to implement the RTP/SCS. The 2023 FTIP was federally approved for transportation conformity on December 16, 2022, and the 2025 FTIP is anticipated to be federally approved for transportation conformity in December 2024. The FTIP is developed to incrementally implement the programs and projects in the RTP/SCS in accordance with federal and state requirements. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation. SCAG continues to work with consultant to enhance the functionality of the eFTIP database to ensure requirements to programming and performance monitoring are consistent with federal guidance.

Consistent with the findings of the region’s 2022 Federal Certification Review, SCAG also selects, monitors, and manages Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) federally funded projects. Selected projects advance Connect SoCal and associated performance targets.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

OVERALL WORK PROGRAM

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional planning.

045 Geographic Information Systems (GIS)

Managers: Hsi-Hwa Hu & Jonathan Holt

Program Objective:

Analyzing and visualizing regional geographic data, often on a map, is where many Planning efforts begin. This program provides agency-wide GIS operations and support. It fosters widespread use of geographic data in data-driven planning, geospatial analysis, data visualization, GIS mapping, as well as GIS application development by leveraging location intelligence. To enhance GIS workflows, staff applies GIS modeling and analytics techniques to streamline regional geospatial database development and maintenance processes. GIS staff establishes innovative analytical and visualization methodologies to facilitate and support policy and planning analysis. In addition, GIS staff provides professional GIS technical support and training to SCAG staff. To support SCAG’s ongoing role as a Regional Information Center, the program manages and maintains regional geospatial data and information for policy and planning analysis for Southern California and provides data and visualization services and support to better serve the needs of the agency and stakeholders.

Additional goals include developing cutting-edge web-GIS applications and tools for information sharing and innovative planning; developing and managing SCAG’s Enterprise GIS and RDP systems (including GIS hardware/software, GIS database, GIS analysis, and GIS applications); developing and implementing GIS governance and GIS data management standards and providing value-added GIS technical services and products to our local jurisdictions.

Strategic Plan:

Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

Supports Priority #4 - Build a unified culture anchored in the pursuit of organizational excellence.

050 Active Transportation Planning

Manager: Philip Law

Program Objective:

SCAG will continue to research and explore opportunities and partnerships to implement the core regional active transportation strategies. In addition, SCAG will develop partnerships and strategies that are coordinated with the deployment of shared mobility services to advance complete streets goals and reduce the use of Single Occupancy Vehicles (SOVs) for short trips. SCAG will also work with Caltrans, counties, and individual cities to

OVERALL WORK PROGRAM

fund local active transportation plans and multi-jurisdictional active transportation projects that are part of Connect SoCal, the 2024 RTP/SCS.

SCAG will also continue to manage the Regional Active Transportation Program, including providing technical assistance to project sponsors, managing planning and program grants, tracking project delivery, and preparing program amendments, as necessary. SCAG will provide leadership and input at the state and regional levels to ensure future funding cycles align with regional planning goals. Through continued collaboration with the California Transportation Commission, Caltrans and the Southern California county transportation commissions, SCAG will also work to improve the application and allocation procedures.

Efforts will also be continued to expand and support capability to measure the impact of active transportation investments, including through better data collection, modeling, and co-benefit analysis (focusing on greenhouse gas emissions, public health and the economy).

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

055 Regional Forecasting, Socioeconomic Technical & Policy Analysis

Managers: Ryan Wolfe & Hsi-Hwa Hu

Program Objective:

The key focus of this work element is to collect, compile, assess, analyze, and research socioeconomic, technology advancement, and demographic data and their trends, develop value-added information products, including but not limited to regional and county-level population, household and employment estimates and projections to inform regional planning and policy development.

This program also addresses the following: promote and advance in-house research and capacity with trainings and teaching research methodology, data, analytical tools - GIS, statistics, programming across the agency. Collaboration with universities, research institutes and planning partners and peer agencies jointly conduct research and data sharing on important and emerging regional challenges and issues. Serve as the regional data and information hub, promote data and information driven decision-making process and outcome. Additional program objectives include actively promoting and advocating for SCAG’s innovative planning practices and experiences across the nation and internationally by organizing and conducting summits, workshops, symposiums, participation, presentation at key conferences, and publications in the peer-reviewed journals.

OVERALL WORK PROGRAM

Strategic Plan:

- Supports Priority #1 - Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 - Be a cohesive and influential voice for the region.
- Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

060 Corridor Planning

Manager: Philip Law

Program Objective:

Staff will provide input to the RTP/SCS on the design concept and scope of major transportation corridor investments, as identified upon the completion of corridor planning studies conducted under this work element and in partnership with other agencies. Staff will also initiate and/or support our partners in developing comprehensive, multi-modal and sustainable corridor plans that will meet the needs of the region, including providing a greater diversity of mobility choices and a well maintained, sustainable and safer transportation system. Additionally, staff will ensure that corridor planning studies are completed in accordance with federal transportation planning requirements as identified in 23 CFR 450. Lastly, staff will engage with state and local partners, including Caltrans and local jurisdictions, on efforts to reconnect communities by planning for the removal, retrofit, or mitigation of existing transportation facilities (e.g., highways or rail lines).

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

065 Sustainability Program

Manager: Ryan Wolfe

Program Objective:

SCAG’s Sustainability Program is a core effort for implementing the Connect SoCal, the 2024 RTP/SCS. The program demonstrates that the region can achieve mobility, air quality, and public health goals through local land use and policy changes along with targeted transportation investments. The program also focuses on developing regional resiliency strategies; explores pressing issues and possible challenges Southern California’s residents may face in the coming decades, including climate change impacts to public health; furthers the region’s ability to model the impacts of transportation and land use changes on public health; and considers ways to address potential disruptions to anticipated regional development patterns and transportation

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investments.

Strategic Plan:

Supports Priority #1 - Establish and implement a regional vision for a sustainable future.

070 Modeling

Manager: Hsi-Hwa Hu

Program Objective:

Provide data and modeling services for the development and implementation of the RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Analyze socioeconomic data and build analytical foundations for planning activities. Develop small area demographic and employment growth forecast through collaborating with local jurisdictions and peer planning agencies and building consensus. Continue to provide small area socioeconomic data for scenario planning and transportation modeling. Provide member agencies tools and data to analyze the impacts of their land use and planning decisions. Develop, maintain, and improve SCAG's forecasting and modeling tools to more effectively forecast small area growth, impacts of alternative scenarios, regional travel demand and estimate resulting air quality. Maintain a leadership role in the Southern California modeling community by coordinating the Region's modeling activities. Provide technical assistance and data services to support planning analysis of member agencies and other public institutions. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with SCAG's partners to advance the region's modeling practices.

Strategic Plan:

Supports Priority #1 - Establish and implement a regional vision for a sustainable future.

Supports Priority #2 - Be a cohesive and influential voice for the region.

Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

080 Performance Assessment, Monitoring, & Strategy

Manager: Sarah Dominguez

Program Objective:

Provide performance assessment and monitoring of the SCAG region that is consistent with federal performance-based planning, monitoring, and reporting guidance. Ensure the region is on track toward achieving the goals of the RTP/SCS (Connect SoCal) and in the implementation of Connect SoCal. Performance Assessment, Monitoring, and Strategy tasks including the collection and analysis of data needed to identify and evaluate regional growth and development trends, transportation system performance, environmental quality,

OVERALL WORK PROGRAM

regional sustainability and climate resilience, public health, housing affordability, and the socioeconomic well-being of people in the region.

The results of the regional performance monitoring and assessment program provide the basis for informed policy making, investment planning, and the effective implementation of Connect SoCal. To support this effort, SCAG is in the process of developing a regional performance monitoring dashboard application to enhance the visualization, communication, and reporting of regional performance relative Connect SoCal objectives. The provision of assistance to local jurisdictions in the implementation of the revised CEQA transportation impact assessment requirements established through SB 743 is also included in this task item. This program also coordinates with the California Department of Transportation (Caltrans) in the management of the annual local data collection process in support of the Highway Performance Monitoring System (HPMS).

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.

090 Public Information & Communications

Manager: Ana Vallianatos

Program Objective:

Develop and execute a comprehensive external communications program that informs the region’s diverse audiences about SCAG programs, plans, initiatives, and services. SCAG’s communications strategies facilitate the agency’s transportation planning activities by helping to inform the general public, media, agency stakeholders and partners about the existence, purpose and potential impact of these activities, and to convey this information in ways that are engaging and easy to understand for general audiences. SCAG communicates through various email and social media channels, engagement with local media, video production, websites, print collateral and workshops/events.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.

095 Regional Outreach & Public Participation

Manager: Kevin Gilhooley & Carmen Flores

OVERALL WORK PROGRAM

Program Objective:

Provide support for federal and state mandated public outreach for SCAG’s planning activities. Engage regional stakeholders in the SCAG planning and programming process through the support, assessment, and enhancement of outreach efforts to local governments, tribal governments, and members of the various stakeholder entities, including academia, business, community, and environmental groups, as well as other interested parties. The SCAG Regional Offices are critical components in these efforts, with SCAG staff assigned to an office in each county in the SCAG region.

Strategic Plan:

- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #4 – Build a unified culture anchored in the pursuit of organizational excellence.

100 Intelligent Transportation Systems (ITS) and Smart Cities

Manager: Kate Kigongo, Philip Law & Warren Whiteaker

Program Objective:

Under this program, staff will identify and create plans, policies, and tools to support deployment and integration of technologies and Smart Cities strategies, to achieve regional goals including mobility and sustainability. SCAG will plan for and support ubiquitous regional broadband deployment, access and adoption to provide the necessary infrastructure and supporting policies for Smart Cities Strategies and other transportation planning initiatives and will work towards documenting and disseminating the benefits of these strategies throughout the region. SCAG will continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the updated Regional ITS Architecture. Additionally, SCAG will maintain the web-accessible Architecture and provide documentation to maximize its usability and ensure on-going maintenance. SCAG will seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

Strategic Plan:

- Supports Priority #1 - Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 - Be a cohesive and influential voice for the region.
- Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.
- Supports Priority #5 - Secure and optimize diverse funding sources to support regional priorities.

115 Clean Technology Program

OVERALL WORK PROGRAM

Manager: Kate Kigongo

Program Objective:

Through the Clean Technology Program, SCAG will work towards the Connect So Cal long term vision of a zero-emission transportation system, using cleaner mobility options where zero emission options are not feasible. SCAG will identify and create plans, policies, and tools to support demonstration, deployment and integration of clean mobility strategies consistent with regional goals; to continue engaging with regional stakeholders on clean mobility related matters, develop planning tools, provide technical assistance, and prepare the region for funding opportunities to support this objective; and to develop and convey Clean Mobility strategies in the Connect SoCal update and support modeling efforts on clean mobility assumptions and analysis.

Strategic Plan:

- Supports Priority #1 - Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 - Be a cohesive and influential voice for the region.
- Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.
- Supports Priority #5 - Secure and optimize diverse funding sources to support regional priorities.

120 OWP Development & Administration

Manager: Kana Sato-Nguyen

Program Objective:

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of SCAG as the Metropolitan Planning Organization (MPO) for this region and provides a detailed description of the planning activities that will be completed by the MPO and its partners in the fiscal year.

Strategic Plan:

- Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

130 Goods Movement

Manager: Philip Law

Program Objective:

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process, including through development of the Comprehensive Sustainable Freight

OVERALL WORK PROGRAM

Plan and Implementation Strategy. This includes but is not limited to a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events. Under this program, SCAG will plan and advocate for funding, policies, and programs to optimize the intermodal goods movement network through increases in economic efficiency, congestion mitigation, safety and air quality improvements, mitigation of community impacts, and enhancements to system security.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.
- Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

140 Transit and Rail Planning

Manager: Philip Law

Program Objective:

SCAG supports and engages transit and rail operations in corridor and regional planning efforts and in further refining the transit and rail strategies for inclusion in future updates to Connect SoCal. SCAG will continue to implement FTA requirements for performance-based planning and coordinate with transit operators to address transit safety and transit asset management (TAM). SCAG will continue to assess and monitor regional transit system performance and work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs with the transit operators.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

145 Sustainable Communities and Strategic Partnerships Planning Grant Program

Manager: Philip Law

Program Objective:

OVERALL WORK PROGRAM

To encourage local and regional planning that furthers state goals; to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system; and to support planning actions at the local and regional levels that advance climate change efforts on the transportation system.

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

156 The Soboba Tribal Climate Change Adaptation Plan

Manager: Ryan Wolfe

Program Objective:

To encourage local and regional identification of transportation system vulnerabilities and climate-related risks to existing transportation infrastructure, identification of adaptation planning projects that address climate risk impacts to existing transportation infrastructure, and planning for specific climate projects that can be programmed in existing local or regional transportation plans.

Strategic Plan:

Supports Priority #5 - Secure and optimize diverse funding sources to support regional priorities.

225 Special Grant Projects

Manager: Sarah Dominguez, Philip Law, Victor Negrete & Kate Kigongo

Program Objective:

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. Grants assist the region and local agencies to better integrate land use, technology and transportation planning to develop alternatives for addressing growth, sustainability and to assess efficient infrastructure investments that meet community needs. In addition, staff secured a grant through the Office of Traffic Safety to support Go Human, SCAG’s Regional Active Transportation Safety and Encourage Campaign. The Campaign was implemented in partnership with the six county health departments and six county transportation commissions and aimed to increase rates of walking and biking while reducing collisions. The multi-pronged campaign included

OVERALL WORK PROGRAM

partnership development with local agencies on temporary safety demonstration projects utilizing Go Human’s Kit of Parts Lending Library, safety messaging campaigns and increasing public awareness of traffic safety measures through outreach and engagement. The multi-faceted campaign will include partnering with local agencies on demonstration projects, coordinating safety trainings and workshops, and increasing public awareness of the rules of the road through outreach and advertising partnerships.

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

230 Regional Aviation & Airport Ground Access Planning

Manager: Philip Law

Program Objective:

The Regional Aviation and Airport Ground Access Planning (Aviation) program focuses on the region’s airports and aviation system primarily from the perspective of airport ground access and the surface transportation system. Although SCAG does not have regulatory or developmental authority over the airports, it does plan for and identify airport ground access strategies in the regional transportation plan. SCAG also plays a critical consultative and collaborative role with the airports, federal agencies, Caltrans, the transportation agencies and commissions, academic institutions, industry associations, and other transportation stakeholders. Staff will continue ongoing work on regional airport and airport ground access planning, and explore new areas of research on aviation systems planning. There will be considerable collaboration with regional partners through ongoing communication and participation on working groups and committees, including the Aviation Technical Advisory Committee (ATAC), which SCAG manages and convenes.

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

235 Local Information Services Program

OVERALL WORK PROGRAM

Manager: Hsi-Hwa Hu

Program Objective:

The Local Information Services Program mainly focuses on the Local Information Services Team (LIST) and the Toolbox Tuesday Training Series to build local capacity in innovative and integrated transportation and planning tools and resources. LIST aims to (1) link SCAG’s available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate and conduct one-on-one technical assistance meetings with local jurisdictions. Internally, LIST also work closely with subject matter experts at SCAG to provide technical, outreach, education, and engagement guidance on a number of proposed applications for local jurisdictions while aligning the objectives between local and regional planning. The Toolbox Tuesdays serve as important opportunities for inter-governmental communication. By bringing together planners from diverse areas of the region, the sessions provide opportunities for local jurisdictions to learn from each other about the successes and failures in new approaches to transportation and land use planning. In a region as vast as SCAG, forums, where staff from dense urban communities can share their concerns and successes with planners from less populated areas, are highly valued. Toolbox Training sessions equip local government planners to think beyond their traditional roles and respond to new mandates that require collaboration and public participation.

Strategic Plan:

- Supports Priority #2 - Be a cohesive and influential voice for the region.
- Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.
- Supports Priority #4 - Build a unified culture anchored in the pursuit of organizational excellence.

267 Clean Cities Program

Manager: Kate Kigongo

Program Objective:

Administer the U.S. Department of Energy (DOE) Clean Cities Program for the SCAG Clean Cities Coalition, including performing outreach and marketing in support of expanding alternative fuels in the SCAG region. Partner with public and private entities to displace petroleum gasoline use by encouraging purchase of alternative vehicles, increasing efficiency of existing fleet vehicles, and reduction of vehicle miles traveled (VMT).

Strategic Plan:

- Supports Priority #1 - Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 - Be a cohesive and influential voice for the region.

OVERALL WORK PROGRAM

Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

275 Sustainable Communities Program

Manager: Victor Negrete, Philip Law & Kate Kigongo

Program Objective:

The Sustainable Communities Program (SCP) is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. This collaborative initiative provides assistance to local jurisdictions to coordinate sustainable transportation, land use and regional policies and issues in local planning. The SCP seeks to provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use and planning for affordable housing; develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal, the 2024 RTP/SCS; and increase the region’s competitiveness for federal and state funds. The program seeks planning solutions to local growth challenges and results in strategies that promote local and regional sustainability through the integration of transportation and land use, with particular focus on developing and practical strategies to reduce greenhouse gases. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

280 Future Communities Initiative

Manager: Hsi-Hwa Hu

Program Objective:

The Future Communities Initiative includes action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policy making, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools, fostering data-driven collaboration with SCAG’s partner agencies, and providing local agencies with planning resources to pilot new

OVERALL WORK PROGRAM

technologies and initiatives to reduce travel demand.

Strategic Plan:

Supports Priority #1 - Establish and implement a regional vision for a sustainable future.

Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

290 Research, Planning and Engagement for Sustainable Communities

Managers: Ryan Wolfe, Ma'Ayn Johnson, Sarah Dominguez, Warren Whiteaker, Hsi-Hwa Hu, Philip Law, & Victor Negrete

Program Objective:

SCAG staff initiated the implementation of Connect SoCal immediately after its adoption, and has since launched research, planning and studies in preparation for the next plan, Connect SoCal 2028. Much of SCAG’s research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through advancing mode shift, transportation demand management, operational efficiency, system accessibility, and integration of future transportation, employment and land use. Research is also focused on aligning land use and encouraging cities and counties to adopt land uses that promote growth in Connect SoCal identified Priority Growth Areas.

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

303 Economic Empowerment

Manager: Victor Negrete

Program Objective:

The Economic Empowerment Program is focused on the implementation of targeted, place-based programs aimed at achieving economic empowerment across intersectional policy goals identified in the RTP/SCS and the Regional Housing Needs Allocation (RHNA) process. The staff in this program are also charged with identifying new partnerships, projects and funding sources to develop new programs for implementation of Connect SoCal 2024.

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Strategic Plan:

Supports Priority #1 - Establish and implement a regional vision for a sustainable future.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

305 Regional Early Action Planning (REAP) Grants Program – REAP 2.0

Managers: Ma'Ayn Johnson, Kate Kigongo, Hsi-Hwa Hu & Victor Negrete

Program Objective:

The REAP 2.0 program seeks to accelerate progress towards state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 seeks to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. SCAG's REAP 2.0 Program was developed through an outreach process with a variety of strategies to reach a wide range of regional stakeholders. SCAG's REAP 2.0 Program combines coordinated and transformative housing development, finance, land use, and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. This program includes several projects across three major Program Areas, including Early Program Initiatives, Programs to Accelerate Transformative Housing (PATH) Program, and the Transportation Partnership Programs (TPP).

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

310 Planning Strategy Development and Implementation

Manager: Sarah Dominguez & Philip Law

Program Objective:

This program will develop a strategic framework for coordinating the implementation, monitoring, and performance assessment of the current Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy) alongside coordinating the integration of existing strategies, emerging trends and technologies across all SCAG departments to develop of the next Connect SoCal. This project will coordinate and advance planning division priorities and major work programs, and coordinate projects that fall in

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different departments. Additionally, this program will foster partnerships with federal, state, regional, and local agencies. To accomplish above objectives, the Planning Strategy Department will coordinate planning teams in the following program areas: Connect SoCal Development, Connect SoCal Strategies, and Performance Measurement and Monitoring., Local Planning and Program Assistance, and Local Jurisdiction Technical and Information Assistance.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis and information sharing.
- Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

315 Last Mile Freight Program – MSRC

Manager: Philip Law

Program Objective:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is intended to achieve immediate reductions in criteria pollutants and greenhouse gas emissions from commercially deployed vehicles/equipment serving the last mile delivery market. The LMFP will inform both industry and the public regarding zero-emissions/near-zero emissions vehicle/equipment and supporting infrastructure performance and how this information can be used to scale emissions reductions to contribute to regional air quality goals.

Strategic Plan:

- Supports Priority #1 – Establish and implement a regional vision for a sustainable future.
- Supports Priority #2 – Be a cohesive and influential voice for the region.
- Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

325 Regional Pilot Initiative (PRI) Phase 2

Manager: Kate Kigongo

Program Objective:

To demonstrate innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilots, and with private sector vendors

OVERALL WORK PROGRAM

to implement the pilots. This multi-pronged program explores concepts such as accelerating active transportation improvements and the adoption of e-bike programs, Universal Basic Mobility, adoption of open-loop fare payment systems, and the improvement and expansion of mobility hubs across the region, among other priorities.

Strategic Plan:

Supports Priority #3 - Spur innovation and action through leadership in research, analysis and information sharing.

Supports Priority #5 - Secure and optimize diverse funding sources to support regional priorities.

400 Planning and Implementation for the 2028 Games

Manager: Philip Law & Victor Negrete

Program Objective:

SCAG will develop and implement a coordinated regional approach to managing transportation demand during the 2028 Olympics and Paralympics (Games), with a focus on regional transportation demand management (TDM), outreach and education to the public, employers, and businesses, freight delivery strategies, and active transportation related activities, including quick builds and community hubs. Additionally, SCAG will review and evaluate effectiveness to highlight policies and strategies that provide enduring benefits for regional mobility, communities, environment, and economy.

Strategic Plan:

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

500 Federal Highway Funding Project Selection, Monitoring, and Delivery

Manager: Warren Whiteaker

Program Objective:

To select, monitor, and deliver Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) federally funded projects that advance Connect SoCal and associated federal performance targets.

Strategic Plan:

OVERALL WORK PROGRAM

Supports Priority #1 – Establish and implement a regional vision for a sustainable future.

Supports Priority #2 – Be a cohesive and influential voice for the region.

Supports Priority #5 – Secure and optimize diverse funding sources to support regional priorities.

FTA GRANT BUDGET

FTA DISCRETIONARY AND FORMULA GRANT BUDGET

Program Overview

SCAG is the Designated Recipient of FTA Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Under the reauthorization bill that was signed into Law on November 15, 2021, the Infrastructure Investment and Jobs Act (referred to as the Bipartisan Infrastructure Bill), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment. All the pass-through projects were completed over the last several Fiscal Years. In FY 2025-26, the FTA Discretionary and Formula Grant Budget includes only cash contributions (no federal funding) to support compliance monitoring for the post-implementation project.

Line Item Budget

The following table shows the FTA Discretionary and Formula Grant line item budget.

Cost Category	FY25 Adopted	FY26 Proposed	Incr (Decr)
500XX Staff	\$ 4,152	\$ 3,519	\$ (633)
54300 SCAG Consultant	\$ 213,719	\$ 200,000	\$ (13,719)
54360 Pass Through Payments			
ATNs'	-	-	-
54360 Total	\$ -	\$ -	\$ -
55930 Miscellaneous Other	\$ -	\$ -	\$ -
55931 Miscellaneous Labor	\$ -	\$ -	\$ -
55932 Miscellaneous Labor Future	\$ 46,977	\$ 30,000	\$ (16,977)
59090 Exp Local Other			
ATNs'	-	-	-
59090 Total	\$ -	\$ -	\$ -
Sub-total	\$ 264,848	\$ 233,519	\$ (31,329)
51000 Fringe Benefits	\$ 2,701	\$ 2,582	\$ (119)
51001 Indirect Costs	\$ 10,180	\$ 8,393	\$ (1,787)
Total	\$ 277,729	\$ 244,494	\$ (33,235)

*Totals may not add due to rounding

TDA PROGRAM BUDGET

TDA BUDGET

Program Overview

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region.

SCAG uses TDA to fund various activities in the Overall Work Program, as shown beginning on page 20, as well as other direct activities. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds. For Other Work Program Budget, TDA funds SCAG signature events such as General Assembly, Demographic Workshop as well as Economic Summit.

Line Item Budget

In FY 2025-26, the TDA budget includes \$10,141,654 for consultants and staff-related costs to support local transportation planning projects as well as SCAG signature events.

TDA PROGRAM BUDGET

The following table shows the TDA Budget line item budget for OWP and Other Work Program.

	FY25 Adopted	FY26 Proposed	Incr (Decr)
REVENUES:			
TDA Revenue	5,967,359	8,781,377	2,814,018
Transfer from Fund Balance	5,588,888	1,360,277	(4,228,611)
Total Revenues	11,556,247	10,141,654	(1,414,593)
Overall Work Program (OWP)			
EXPENDITURES:			
500XX Staff	1,458,290	1,075,654	(382,636)
54300 SCAG consultant	3,364,150	2,097,934	(1,266,216)
54302 Non-Profits/IHL	-	10,500	10,500
54304 Consultants-Technical Assistance/Pass-Through Payments	271,240	2,288,445	2,017,205
54340 Legal	79,278	60,000	(19,278)
55210 Software Support	-	-	-
55520 Graphic Supplies	-	-	-
55460 AV, IT or Facilities Materials & Equipment < \$5,000	-	-	-
55620 Res Mats/Non GASB 96 subscriptions	450,000	376,509	(73,491)
55621 Subscriptions (GASB 96)	613,900	-	(613,900)
55580 Outreach/Advertisement	102,000	2,000	(100,000)
55830 Networking Meetings/Special Events	4,000	-	(4,000)
55610 Prof Membership	-	-	-
55840 Training Registration	-	-	-
55914 RC General Assembly	-	-	-
55915 Demographic Workshop	-	-	-
55916 Economic Summit	-	-	-
55920 Other Mtg Expense	26,500	21,000	(5,500)
5593X Miscellaneous other/Miscellaneous Labor	9,026	7,081	(1,945)
55950 Temporary Help	-	-	-
56100 Printing	2,500	-	(2,500)
5810X Travel	143,500	64,500	(79,000)
58110 Mileage	12,000	-	(12,000)
58150 Travel lodge>Per Diem	-	-	-
Sub-total	6,536,384	6,003,623	(532,761)
51000 Fringe benefits - Reg Staff	812,245	789,163	(23,082)
51003 Fringe benefits - Intern	24,163	-	(24,163)
51001 Indirect Cost	3,409,190	2,565,315	(843,875)
Total for OWP	10,781,982	9,358,101	(1,423,881)
Other Work Program			
EXPENDITURES:			
500XX Staff	52,124	53,687	1,563
54300 SCAG consultant	20,000	22,000	2,000
54302 Non-Profits/IHL	-	-	-
55840 Training Registration	-	-	-
55914 RC General Assembly	340,715	338,715	(2,000)
55915 Demographic Workshop	18,200	18,200	-
55916 Economic Summit	128,250	128,250	-
55920 Other Mtg Expense	-	-	-
5810X Travel	-	-	-
58150 Travel lodge>Per Diem	13,000	13,000	-
Sub-total	612,564	616,127	3,563
51000 Fringe benefits - Reg Staff	33,899	39,388	5,489
51003 Fringe benefits - Intern	-	-	-
51001 Indirect Cost	127,802	128,038	236
Total for Other Work Program	774,265	783,553	9,288
Total Expenditures	11,556,247	10,141,654	(1,414,593)

*Totals may not add due to rounding

GENERAL FUND BUDGET

GENERAL FUND BUDGET (GF)

Program Overview

The General Fund (GF) has been established to: provide support to the Regional Council (RC) and its Subcommittees for the costs of stipends and travel; fund costs not eligible for grant reimbursement; provide a source of working capital; finance program expenditures, which must be paid prior to sending requisitions to certain federal and state grantors; and authorize establishment of, and borrowing from, a line of credit. The General Fund is not an available resource to fund project costs otherwise chargeable to grants.

The RC is responsible for conducting the affairs of SCAG pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase, or decrease the proposed annual GF budget as prepared by the Chief Financial Officer. The RC submits the approved GF budget to members of the General Assembly (GA) at least thirty (30) days before the annual meeting for review. After the adoption of the budget and the annual assessment schedule by the GA, the RC controls all GF expenditures in accordance with the budget.

Membership Dues Assessments

The By-Laws require the Executive Director to annually submit the GF budget to the RC. Upon its adoption, the GA fixes membership assessment for all members of SCAG in amounts sufficient to provide the funds required by the GF budget. The membership dues are calculated in accordance with the guidelines of the By-Laws.

GENERAL FUND BUDGET

General Fund Line Item Budget

The following table shows General Fund revenues and expenditures by task.

		FY24 Actual	FY25 Adopted Budget	FY26 Proposed Budget	FY25 Adopted To FY26 Proposed Incr (Decr)
REVENUE:	Membership Dues:				
	Counties	349,754	380,014	388,228	8,214
	Cities	1,999,730	2,251,020	2,353,361	102,341
	Commissions	88,500	88,500	88,500	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	10,000	10,000	10,000	-
	Sub-total	\$ 2,457,984	\$ 2,739,534	\$ 2,850,089	\$ 110,555
	Interest	1,276,742	87,459	497,774	410,315
	Other	79,150	41,800	58,366	16,566
	General Assembly Sponsorships & Registrations	426,000.00	367,273	409,986	42,713
	Transfer From/To Fund Balance	-	(146,368)	(998,358)	(851,990)
	Sub-total	\$ 1,781,892	\$ 350,164	\$ (32,232)	\$ (382,396)
	Total Revenues	\$ 4,239,876	\$ 3,089,698	\$ 2,817,857	\$ (271,841)
	EXPENDITURES:				
Task .01 Regional Council	Regional Council:				
	Staff Time	1,118.53	-	-	-
	EAC Retreat	27,949.57	20,000	30,000	10,000
	Legal Services	103,500.63	150,000	116,640	(33,360)
	Miscellaneous Other	-	-	-	-
	Other Meeting Expense	10,110.20	35,000	35,000	-
	Professional Memberships	-	-	-	-
	RC/Committee Meeting	31,112.92	5,000	5,000	-
	Stipends	249,570.00	301,683	301,683	-
	Travel - Outside	22,999.27	50,000	45,000	(5,000)
	Travel - International	-	-	-	-
	Travel - Local	23,250.36	46,000	41,000	(5,000)
	Mileage - Local	17,557.73	25,000	25,000	-
	Task sub-total	\$ 487,169	\$ 632,683	\$ 599,323	\$ (33,360)
Task .02 Legislative	Legislative:				
	Staff Time	12,968.45	35,959	39,332	3,373
	Federal/State Lobbyist	228,000.00	228,000	228,000	-
	Resource Materials/Subscriptions	-	500	500	-
	Networking Meeting/Special Events	415.00	-	-	-
	Other Meeting Expense	34,615.96	45,000	45,000	-
	Travel - Outside	13,969.95	10,000	10,000	-
	Travel - Local	446.11	200	200	-
Mileage - Local	113.97	200	200	-	
Task sub-total	\$ 290,529	\$ 319,859	\$ 323,232	\$ 3,373	

GENERAL FUND BUDGET

General Fund Line Item Budget (continued)

		FY24 Actual	FY25 Adopted Budget	FY26 Proposed Budget	FY25 Adopted To FY26 Proposed Incr (Decr)
Task .03 RHNA	RHNA:				
	Staff Time	35,617.35	-	-	-
	Legal Services	-	273,556	20,000	(253,556)
	Task sub-total	\$ 35,617	\$ 273,556	\$ 20,000	\$ (253,556)
Task .04 Other Non-Labor	Other Non-Labor:				
	SCAG Consultant	52,012.50	-	-	-
	Legal Services	74,697.00	460,000	290,000	(170,000)
	Subscriptions GASB 96	118,811.42	-	-	-
	Off-Site Storage	1,336.89	-	-	-
	Bank Fees	31,692.56	15,000	75,000	60,000
	Office Supplies	-	-	-	-
	SCAG Memberships	29,863.01	-	-	-
	Professional Memberships	264.00	900	900	-
	Sponsorships	12,500.00	-	-	-
	Networking Meeting/Special Events	-	-	-	-
	Scholarships	-	-	-	-
	Economic Summit	-	-	-	-
	Other Meeting Expense	25,011.11	50,000	50,000	-
	Miscellaneous Other	459.14	20,000	20,000	-
	Travel - Outside	430.95	2,500	2,500	-
	Travel - Local	329.68	1,500	1,500	-
Mileage - Local	6.57	500	500	-	
Staff Lodging Expense	7,841.65	-	-	-	
	Task sub-total	\$ 355,256	\$ 550,400	\$ 440,400	\$ (110,000)
Task .06 General Assembly	General Assembly:				
	Staff Time	6,325.92	12,846	13,718	872
	SCAG Consultant	37,932.65	43,200	43,200	-
	General Assembly	429,244.00	507,510	504,510	(3,000)
	Other Meeting Expense	-	-	-	-
	Miscellaneous Other	9,218.85	1,700	4,700	3,000
	Printing	-	-	-	-
	Travel - Local	741.66	-	-	-
Mileage - Local	-	1,000	1,000	-	
	Task sub-total	\$ 483,463	\$ 566,256	\$ 567,128	\$ 872
Task .10 Capital Outlay >\$5K	Capital Outlay >\$5K				
	Capital Outlay	123,278.00	-	160,000	160,000
	Task sub-total	\$ 123,278	\$ -	\$ 160,000	\$ 160,000
Task .11 Public Records Administration	Public Records Administration:				
	Staff Time	-	7,166	7,659	493
	Task sub-total	\$ -	\$ 7,166	\$ 7,659	\$ 493

Attachment: FY26 DRAFT_COMPREHENSIVE BUDGET_March 6, 2025 RC Mtg (Approval of the Fiscal Year 2025-26 Draft Comprehensive

GENERAL FUND BUDGET

General Fund Line Item Budget (continued)

		FY24 Actual	FY25 Adopted Budget	FY26 Proposed Budget	FY25 Adopted To FY26 Proposed Incr (Decr)
Task .14 International Collaboration	International Collaboration:				
	Staff Time	3,455.96	5,011	8,873	3,862
	Other Meeting Expense	-	1,500	-	(1,500)
	Miscellaneous Other	-	2,000	-	(2,000)
	Travel-International	1,930.36	-	-	-
	Mileage - Local	-	500	-	(500)
	Task sub-total	\$ 5,386	\$ 9,011	\$ 8,873	\$ (138)
Task .20 Go Human Events	Go Human Events:				
	Outreach/Advertisement	-	-	-	-
	Task sub-total	\$ -	\$ -	\$ -	\$ -
Task .23 Other Labor	Other Labor:				
	Staff Time	-	3,154	-	(3,154)
	Task sub-total	\$ -	\$ 3,154	\$ -	\$ (3,154)
Task .26 Employee Engagement Program	Employee Engagement Program				
	Resource Materials/Subscriptions	492.00	-	-	-
	Engagement Committee	16,920.87	20,000	20,000	-
	Employee Recognition	6,475.86	15,000	15,000	-
	Other Meeting Expense	11.79	50,000	50,000	-
	Department Allowance	9,768.01	15,000	15,000	-
	Task sub-total	\$ 33,669	\$ 100,000	\$ 100,000	\$ -
Task .29 Special Events	Special Events				
	SCAG Consultant	-	\$ 20,000	\$ 20,000	-
	Scholarships	40,000.00	44,000	44,000	-
	Demographic Workshop	9,213.05	9,800	9,800	-
	Economic Summit	45,262.44	59,750	58,750	(1,000)
	SCAG Memberships	102,372.00	130,100	76,700	(53,400)
	RC Sponsorships	95,850.00	165,000	165,000	-
	Task sub-total	\$ 292,697	\$ 428,650	\$ 374,250	\$ (54,400)
	Total for all tasks	\$ 2,107,066	\$ 2,890,735	\$ 2,600,865	\$ (289,870)
	Allocated Fringe Benefits	39,903	41,711	51,049	9,338
	Allocated Indirect Costs	136,392	157,252	165,943	8,691
	Total	\$ 2,283,362	\$ 3,089,698	\$ 2,817,857	\$ (271,841)

*Totals may not add due to rounding

FRINGE BENEFITS BUDGET

FRINGE BENEFITS BUDGET (FB)

Program Overview

Fringe benefits (FB) are employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, technology allowance, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff.

To participate in SCAG's fringe benefits program, staff must hold benefits-eligible positions as regular, at-will or limited-term positions. Some of these programs provide staff and their families with financial protection if they become ill or disabled. These programs also allow staff and their family to recreate and spend time together. Others are designed to aid them in preparing for retirement or in meeting educational costs they incur for themselves.

The employee-associated costs are related to SCAG's full-time staff to generate a fringe benefits burden rate. The fringe benefits burden is applied to all staff charges in OWP, FTA Grant Budget, TDA Budget, General Fund, and Indirect projects.

A rate is applied to all OWP, FTA Grant Budget, TDA Budget, General Fund and Indirect cost salaries, e.g., for every \$1,000 of salaries, the FB budget is \$733.658 (73.3658%).

Part-time staff, interns, and temporary employees may be eligible for SCAG's limited fringe benefits. Part-time staff, interns, and temporary employee benefits are calculated separately and are not part of the fringe benefits burden rate.

FRINGE BENEFITS BUDGET

Line Item Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY25 Adopted	FY26 Proposed	Incr (Decr)
60002	Sick leave	573,861	688,891	115,030
60004	PFH	741,963	750,010	8,047
60003	Holiday	1,399,452	1,347,806	(51,646)
60001	Vacation	1,731,769	1,897,417	165,648
60032	Sick - Interns	10,333	10,333	-
60041	Vacation Cash Out	86,000	88,000	2,000
6011X	PERS	8,904,791	9,082,379	177,588
60120	PARS	82,367	84,568	2,201
60200	Health insurance - actives	3,147,400	3,354,400	207,000
60201	Health insurance - retirees PAYGO	767,068	741,736	(25,332)
60210	Dental insurance	292,842	319,562	26,720
60220	Vision insurance	82,796	87,751	4,955
60225	Life insurance	143,383	178,545	35,162
60240	Medicare tax employers - regular staff	460,587	485,141	24,554
60250	Medicare tax employers - interns	4,495	4,495	-
60255	Social security tax employers - interns	19,220	19,220	-
60300	Tuition reimbursement	33,776	43,776	10,000
60310	Bus passes - regular staff	35,000	82,500	47,500
60315	Bus passes - interns	1,000	1,000	-
60360	De Minimis Employee Exp	15,000	15,000	-
60365	De Minimis Employee Exp Interns	5,172	4,232	(940)
60366	Technology Allowance	390,600	398,160	7,560
60367	Technology Allowance Intern	28,962	23,696	(5,266)
60400	Workers compensation	158,739	173,500	14,761
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	12,636	12,636	-
60415	SCAG 457 match	439,750	446,750	7,000
60450	Benefits administrative fees	90,913	99,848	8,935
60500	Automobile allowance	20,700	20,700	-
		19,715,575	20,497,052	781,477

*Totals may not add due to rounding

INDIRECT COST BUDGET

INDIRECT COST BUDGET (IC)

Program Overview

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Rate Proposal (ICRP) is prepared in accordance with the guidelines of SCAG’s federal cognizant agency, FTA, and requires their approval as well as Caltrans approval.

An IC rate, approved by FTA and Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$1,375.646 (137.5646%). A review of the comprehensive line item budget chart beginning on page 12 shows the impact of this concept. Notice that the budgets for the OWP, FTA Grant Budget, TDA Budget and General Fund include allocated funds for the indirect costs which represent each budget component’s share of funding the Indirect Cost program.

INDIRECT COST BUDGET

Line Item Budget

The following table shows the Indirect Cost line item budget.

GL Account	Cost Category	FY25 Adopted	FY26 Proposed	Incr (Decr)
500XX	Staff	13,530,521	14,405,102	874,581
5XXXX	SCAG consultant	2,974,518	2,263,762	(710,756)
54340	Legal	271,335	225,000	(46,335)
55201	Network and Communications	213,950	213,950	-
55210	Software support	629,337	621,852	(7,485)
55220	Hardware support	283,826	203,826	(80,000)
55225	Hardware	-	140,000	140,000
55240	Repair- maintenance	55,000	35,000	(20,000)
55250	Cloud Services	1,395,040	1,661,498	266,458
55251	Cloud Support	338,998	103,508	(235,490)
55271	Owned Software	606,493	313,064	(293,429)
55275	Co-location Services	171,997	178,017	6,020
55400	Office rent / Operating expense	2,589,665	2,693,252	103,587
55410	Office rent satellite	304,142	164,800	(139,342)
55415	Off-site Storage	5,000	5,000	-
55420	Equipment leases	100,000	60,000	(40,000)
55430	Equip repairs and maintenance	2,000	1,000	(1,000)
55435	Security Services	100,000	100,000	-
55440	Insurance	390,000	481,743	91,743
55441	Payroll / bank fees	36,000	36,000	-
55445	Taxes	1,000	1,000	-
55460	AV, IT or Facilities Materials & equipment <\$5K	154,000	54,000	(100,000)
55510	Office supplies	73,800	51,000	(22,800)
55520	Graphic Supplies	4,000	3,000	(1,000)
55540	Postage	10,000	5,000	(5,000)
55550	Delivery services	20,000	10,000	(10,000)
55600	SCAG memberships	130,600	187,100	56,500
55610	Professional memberships	20,100	17,200	(2,900)
55611	Professional dues	3,250	3,720	470
5562X	Resource materials, GASB 96 & Non-GASB 96 Subscriptions	1,804,520	2,082,898	278,378
55630	COVID Facility Exp	-	-	-
55631	ADA & Safety Compliance	15,000	5,000	(10,000)
557XX	Depreciation - furniture & fixture & comp	300,000	450,000	150,000
55710	Amortization - software	-	50,000	50,000
55720	Amortization - lease	75,000	135,000	60,000
55800	Recruitment adverting	65,000	65,000	-
55801	Recruitment - other	45,000	45,000	-
55820	In House Training	70,000	40,000	(30,000)
55830	Networking Meetings/Special Events	24,500	15,200	(9,300)
55840	Training Registration	98,000	117,000	19,000
55920	Other meeting expense	1,250	2,300	1,050
5593X	Miscellaneous	95,546	89,546	(6,000)
55950	Temporary help	160,000	160,000	-
56100	Printing	23,000	10,000	(13,000)
58100	Travel	140,500	159,550	19,050
58101	Travel - local	25,878	26,378	500
58110	Mileage	17,700	11,050	(6,650)
	Sub-total	27,375,466	27,702,316	326,850
51000	Fringe benefits - regular staff	8,728,070	10,487,720	1,759,650
51003	Fringe benefits - interns	13,290	14,824	1,534
	Total	\$ 36,116,826	38,204,860	\$ 2,088,034

*Totals may not add due to rounding; 5XXXX line includes Consultant and Other Consultant

INDIRECT COST BUDGET

Indirect Cost Work Areas

The Indirect Cost budget is spread across several functional work areas within the agency. The following chart describes each work area.

Group	Work Area	Activities
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
	Human Resources	Human Resources (HR) is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing, and networks, as well as Facilities/property management for all of SCAG offices.
	Planning	Planning Administration supports activities that are not directly related to specific projects, such as the overall administration of the Planning Division, and efforts involved in the Policy Committee meetings.
Agency-wide Management		The Agency-wide Management section is responsible for the management of staff, the budget, and the day-to-day operations of the departments. The Executive Director is the official representative of the agency and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of SCAG.
Government and Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state levels.
	Regional Services & Media and Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community, and business interest groups.



COMPREHENSIVE BUDGET FISCAL YEAR 2025-26

SECTION III Appendices

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2025-26
<u>COUNTIES (6)</u>		
IMPERIAL	34,206	8,135
LOS ANGELES	997,587	170,185
ORANGE	131,335	42,797
RIVERSIDE	403,563	79,688
SAN BERNARDINO	295,763	65,079
VENTURA	91,093	22,344
SUB-TOTAL	1,953,547	388,228

<u>CITIES (191)</u>		
ADELANTO	36,131	5,396
AGOURA HILLS	19,841	2,939
ALHAMBRA	81,811	11,586
ALISO VIEJO	50,068	7,285
ANAHEIM	340,160	46,846
APPLE VALLEY	74,322	10,572
ARCADIA	55,783	8,059
ARTESIA	16,019	2,421
AVALON	3,313	549
AZUSA	49,420	7,197
BALDWIN PARK	70,660	10,075
BANNING	31,213	4,730
BARSTOW	24,669	3,593
BEAUMONT	57,416	8,281
BELL	33,301	5,013
BELLFLOWER	76,990	10,933
BELL GARDENS	38,381	5,701
BEVERLY HILLS	31,806	4,810
BIG BEAR LAKE	4,958	772
BLYTHE	17,378	2,605
BRADBURY	898	222
BRAWLEY	28,345	4,341
BREA	47,725	6,967
BUENA PARK	82,689	11,705
BURBANK	105,603	15,060
CALABASAS	22,742	3,332

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2025-26
	POP CITIES	
CALEXICO	39,262	5,820
CALIMESA	10,867	1,723
CALIPATRIA	6,342	959
CAMARILLO	69,014	9,852
CANYON LAKE	10,832	1,718
CARSON	91,924	12,957
CATHEDRAL CITY	50,911	7,399
CERRITOS	47,806	6,978
CHINO	92,585	13,046
CHINO HILLS	76,414	10,855
CLAREMONT	37,686	5,607
COACHELLA	43,173	6,350
COLTON	52,778	7,652
COMMERCE	12,124	1,893
COMPTON	93,671	13,194
CORONA	156,615	21,973
COSTA MESA	109,423	15,578
COVINA	50,485	7,341
CUDAHY	22,210	3,260
CULVER CITY	40,213	5,949
CYPRESS	49,345	7,187
DANA POINT	32,596	4,917
DESERT HOT SPRINGS	32,654	4,925
DIAMOND BAR	53,335	7,728
DOWNEY	111,493	15,859
DUARTE	23,656	3,456
EASTVALE	68,884	9,835
EL CENTRO	44,952	6,592
EL MONTE	106,786	15,221
EL SEGUNDO	16,964	2,549
FILLMORE	17,061	2,562
FONTANA	214,223	29,780
FOUNTAIN VALLEY	56,333	8,134
FULLERTON	140,311	19,764
GARDEN GROVE	171,024	23,926
GARDENA	60,028	8,635
GLENDALE	191,586	26,712
GLENDORA	51,209	7,439
GRAND TERRACE	12,771	1,981
HAWAIIAN GARDENS	13,560	2,088

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2025-26
HAWTHORNE	85,566	12,095
HEMET	89,663	12,650
HERMOSA BEACH	19,088	2,837
HESPERIA	100,087	14,313
HIDDEN HILLS	1,727	334
HIGHLAND	55,676	8,045
HOLTVILLE	5,583	857
HUNTINGTON BEACH	192,503	26,836
HUNTINGTON PARK	53,219	7,712
IMPERIAL	22,141	3,250
INDIAN WELLS	4,797	750
INDIO	90,680	12,788
INDUSTRY	426	158
INGLEWOOD	106,065	15,123
IRVINE	314,550	43,375
IRWINDALE	1,499	303
JURUPA VALLEY	104,721	14,941
LA CANADA FLINTRIDGE	20,048	2,967
LA HABRA	60,901	8,753
LA HABRA HEIGHTS	5,488	844
LA MIRADA	48,077	7,015
LA PALMA	15,071	2,292
LA PUENTE	37,459	5,576
LA QUINTA	38,370	5,700
LA VERNE	31,697	4,795
LAGUNA BEACH	22,449	3,292
LAGUNA HILLS	30,315	4,608
LAGUNA NIGUEL	64,291	9,212
LAGUNA WOODS	17,148	2,574
LAKE ELSINORE	71,452	10,183
LAKE FOREST	86,917	12,278
LAKESWOOD	80,162	11,363
LANCASTER	172,631	24,144
LAWNSDALE	30,855	4,681
LOMA LINDA	24,965	3,633
LOMITA	20,320	3,004
LONG BEACH	458,813	62,925
LOS ALAMITOS	11,947	1,869
LOS ANGELES	3,814,318	518,135
LYNWOOD	66,271	9,481
MALIBU	10,621	1,689

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2025-26
	POP CITIES	
MANHATTAN BEACH	34,195	5,134
MAYWOOD	24,451	3,563
MENIFEE	111,560	15,868
MISSION VIEJO	91,304	12,873
MONROVIA	38,087	5,661
MONTCLAIR	37,211	5,543
MONTEBELLO	61,930	8,892
MONTEREY PARK	59,347	8,542
MOORPARK	35,114	5,258
MORENO VALLEY	207,146	28,821
MURRIETA	109,177	15,545
NEEDLES	4,769	746
NEWPORT BEACH	82,419	11,669
NORCO	25,068	3,897
NORWALK	101,172	14,460
OJAI	7,533	1,121
ONTARIO	181,224	25,308
ORANGE	138,621	19,535
OXNARD	197,536	27,518
PALM DESERT	50,889	7,396
PALM SPRINGS	43,791	6,434
PALMDALE	166,055	23,252
PALOS VERDES ESTATES	12,974	2,008
PARAMOUNT	52,153	7,567
PASADENA	139,692	19,680
PERRIS	79,311	11,248
PICO RIVERA	60,820	8,742
PLACENTIA	52,226	7,577
POMONA	152,166	21,370
PORT HUENEME	20,916	3,084
RANCHO CUCAMONGA	173,316	24,236
RANCHO MIRAGE	16,992	2,553
RANCHO PALOS VERDES	40,919	6,045
RANCHO SANTA MARGARITA	46,305	6,775
REDLANDS	72,696	10,351
REDONDO BEACH	68,239	9,747
RIALTO	103,097	14,721
RIVERSIDE	316,690	43,665
ROLLING HILLS	1,677	327
ROLLING HILLS ESTATES	8,534	1,256

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2025-26
	POP CITIES	
ROSEMEAD	50,541	7,349
SAN BERNARDINO	226,541	31,449
SAN BUENAVENTURA	107,569	15,327
SAN CLEMENTE	62,297	8,942
SAN DIMAS	33,920	5,097
SAN FERNANDO	23,643	3,454
SAN GABRIEL	38,613	5,733
SAN JACINTO	53,538	7,755
SAN JUAN CAPISTRANO	34,992	5,242
SAN MARINO	12,379	1,928
SANTA ANA	310,797	42,867
SANTA CLARITA	230,428	31,976
SANTA FE SPRINGS	18,640	2,776
SANTA MONICA	92,912	13,091
SANTA PAULA	31,355	4,749
SEAL BEACH	24,350	3,550
SIERRA MADRE	10,909	1,728
SIGNAL HILL	11,448	1,801
SIMI VALLEY	124,029	17,557
SOUTH EL MONTE	19,441	2,884
SOUTH GATE	92,729	13,066
SOUTH PASADENA	26,270	4,060
STANTON	40,297	5,961
TEMECULA	108,700	15,480
TEMPLE CITY	35,975	5,375
THOUSAND OAKS	122,643	17,370
TORRANCE	142,910	20,116
TUSTIN	78,844	11,184
TWENTYNINE PALMS	25,346	3,935
UPLAND	78,285	11,109
VERNON	205	128
VICTORVILLE	138,202	19,478
VILLA PARK	5,705	873
WALNUT	27,867	4,276
WEST COVINA	109,105	15,535
WEST HOLLYWOOD	35,075	5,253
WESTLAKE VILLAGE	7,902	1,171
WESTMINSTER	89,490	12,627
WESTMORLAND	2,050	378
WILDOMAR	36,327	5,423
WHITTIER	87,527	12,361

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2025-26
YORBA LINDA	66,087	9,456
YUCCA VALLEY	21,594	3,176
YUCAIPA	53,810	7,792
SUB-TOTAL	16,651,934	2,346,590

TRIBAL GOVERNMENTS (16)

AGUA CALIENTE BAND OF CAHUILLA INDIANS	27,090	4,171
AUGUSTINE BAND OF CAHUILLA INDIANS	0	150
CABAZON BAND OF MISSION INDIANS	192	126
CAHUILLA BAND OF MISSION INDIANS	229	131
CHEMEHUEVI INDIAN TRIBE	464	163
COLORADO RIVER RESERVATION	1,213	265
FORT MOJAVE INDIAN TRIBE	253	134
FORT YUMA (QUECHAN TRIBE) RESERVATION	1,876	354
MORONGO-MISSION INDIANS	1,243	268
PECHANGA BAND OF LUISENO INDIANS	582	179
RAMONA BAND OF MISSION INDIANS	0	150
SAN MANUEL BAND OF MISSION INDIANS	137	119
SANTA ROSA BAND OF CAHUILLA INDIANS	131	118
SOBOBA BAND OF LUISENO INDIANS	567	177
TORRES MARTINEZ BAND OF CAHUILLA INDIANS	119	116
TWENTY-NINE PALMS BAND OF MISSION INDIANS	0	150
SUB-TOTAL	34,096	6,771

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2025-26 As of February 1, 2025

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL POP CITIES	2025-26
<u>COMMISSIONS (7)</u>		
SBCTA	2,181,433	25,000
RCTC	2,442,378	25,000
VCTC	823,863	10,000
ICTC	182,881	3,500
Transportation Corridor Agency		10,000
OCTA	3,150,835	25,000
Air Districts		10,000
SUB-TOTAL	8,781,390	108,500
TOTAL MEMBERSHIP AND ASSESSMENTS		2,850,089

SCAG SALARY SCHEDULE

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

SCAG SALARY SCHEDULE

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



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700,
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Ventura, CA 93012
Tel: (213) 236-1960

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**FY 2025-26 Draft Comprehensive Budget
List of Personnel Changes**

No.	Division	Proposed Position	FTE	Work-Time (WT) Budget*	Allocated Fringe Benefits (FB)*	Total (WT+FB)	Estimated FY26 Draft Budget Impact
New Limited Term Positions (n=3)							
1	Planning	Junior Planner - Limited Term	1	63,491	46,581	110,072	110,072
1	Planning	Junior Planner - Limited Term	1	63,491	46,581	110,072	110,072
1	Planning	Junior Planner - Limited Term	1	63,491	46,581	110,072	110,072
Part-Time to Full-Time Position Conversion (n=1)							
1	Planning	Administrative Assistant	1	15,873	11,645	27,518	27,518
Removed Position (n=1)							
1	HR	HR Analyst I - Limited Term	(1)	(75,711)	(55,546)	(131,256)	(131,256)
						Total**	226,476

*Work-Time budget based on mid rate of the position. The fringe benefits rate is based on the proposed rate.

** Total may not add up due to rounding.

DRAFT FY 2025-26 OVERALL WORK PROGRAM AND PUBLIC COMMENT FORM

Link: <https://scag.ca.gov/post/draft-fiscal-year-2025-26-overall-work-program>



AGENDA ITEM 2
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Heidi Busslinger, Principal Regional Planner
213-630-1541, busslinger@scag.ca.gov

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

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.

RECOMMENDATION ACTION FOR RC:

Approve the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. Authorize the Executive Director to initiate call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Surface Transportation Block Grant (STBG) program is a federal fund source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal fund source that supports transportation projects and programs intended to support meeting the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The Federal Highway Administration (FHWA) directs an annual apportionment to the state of California, which is further distributed to eligible regions. The Southern California Association of Governments (SCAG) regional share of these funds for federal fiscal year 2026-2027 and federal fiscal year 2027-2028 apportionments are estimated to total \$1.2 billion.

SCAG, in its role as the designated metropolitan planning organization (MPO), is responsible for the selection of STBG and CMAQ-funded projects in the SCAG region, which is accomplished through the call for project nomination process outlined in the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Call for Project Nominations will make STBG and CMAQ funding available from the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 apportionments.

SCAG staff is seeking Regional Council approval of program guidelines that will serve as the basis for the project selection process for STBG and CMAQ funding. SCAG staff will subsequently initiate a call for project nominations consistent with the approved guidelines and return to the Regional Council for approval of projects recommended for funding.

The FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines were previously scheduled for consideration by the Transportation Committee on January 30, 2025. However, the meeting was canceled to provide SCAG staff and leadership with the necessary time to thoroughly review and evaluate the potential implications of recent Executive Orders issued by President Trump. The FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines presented here have been updated accordingly.

BACKGROUND:

Historically, the six county transportation commissions in the SCAG region selected projects to be funded with STBG and CMAQ dollars. Due to a federal corrective action during SCAG's 2022 federal certification review, this responsibility was shifted to SCAG as the MPO for the region. Starting in July 2023, SCAG became responsible for the project selection and administration of STBG and CMAQ funds for our region.

The program guidelines outline the STBG and CMAQ project selection process and were last approved by the Regional Council in June 2023. The initial call for projects nomination process resulted in the approval of 33 projects with a total of \$186.9 million in combined STBG and CMAQ funding approved by the Regional Council in June 2024.

The process to update the program guidelines included: incorporating lessons learned from the previous call for project nominations; streamlining the application process; establishing project categories reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and Regional Council priorities and objectives; placing a greater prioritization of federal performance management areas; considering Presidential Executive Orders and U.S. Department of

Transportation (DOT) policy changes; prioritizing particulate matter (PM) 2.5 reducing projects in alignment with federal guidance; and ensuring that eligible applicants are informed of the funding opportunity and related requirements in a timely manner. Further details are provided below to highlight key changes.

Overall, the program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding.
- SCAG initiates a regional call for project nominations.
- The county transportation commissions participate in the process by informing and engaging with eligible project applicants, developing county-level prioritization frameworks, and reviewing project nominations in each county against county priorities.
- SCAG evaluates project nominations against program criteria and develops a project recommendation list for Regional Council approval.

Projects approved by the Regional Council for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for federal fiscal year 2026-2027 and federal fiscal year 2027-2028 apportionments, any new project or new project phase to be programmed in the FTIP with CMAQ and/or STBG funds are subject to these guidelines and/or subsequently approved program guidelines. Program guidelines and the call for projects nomination process are anticipated to be updated every odd year to reflect the latest Regional Council direction, updated plans and policies, new federal guidance, and for incorporation into the subsequent FTIPs.

Outreach and Engagement

The outreach and engagement process for the guidelines update included extensive collaboration with the six county transportation commissions from October 2024 to January 2025. The county transportation commissions are also in the process of developing their county specific project prioritization framework which will guide their evaluation and scoring of the applications, for submission to SCAG. The county transportation commissions have extensive experience in administering federal funds within their counties and their prioritization ranking of the project application reflect this, accounting for the largest portion of the scoring criteria. The county transportation commissions are required to engage their stakeholders in the development of their project prioritization framework. As such, further opportunities exist to help shape the framework being developed by the county transportation commission in this process.

Additionally, the regional evaluation portion of the guidelines and scoring criteria are driven by SCAG's Connect SoCal 2024. The four-year long Connect SoCal 2024 planning process involved extensive stakeholder engagement and robust policy discussions with local elected leaders. The FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines directly support the implementation

of Connect SoCal 2024. In addition, the tier one regional priorities build on extensive planning work conducted by SCAG, which spans several years of stakeholder and community engagement.

Summary of Key Changes

The major changes proposed to the STBG/CMAQ program guidelines are outlined below.

- **Streamlined Application Process** – In this upcoming call for project nominations, all local agencies within the region will apply via an online SCAG application module. This change was driven by feedback received from applicants in the previous call who noted confusion regarding the application process, which varied by county.
- **Establishment of Regional Priority Project Categories** – Primary project categories were established within the updated guidelines to more directly align with Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG Presidential Priorities and Objectives. These primary project categories outline how SCAG will prioritize projects under the Regional Priorities scoring criteria and eliminates the need for lengthy responses within the application. Resilience of at-risk infrastructure was also added as a priority due to recent wildfire events across the region.
- **Community Economic Development Benefits Scoring Criteria** – The former Equity scoring criteria of the guidelines has been modified to Community Economic Development Benefits, which will assess project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. This scoring criteria was updated as a result of recent Presidential Executive Orders and U.S. DOT policy changes related to equity, diversity, and inclusion.
- **Prioritization of PM2.5 Reducing Projects** – Per the latest interim CMAQ guidance dated October 28, 2024, the FHWA requires MPOs to prioritize PM2.5 reducing projects for CMAQ funding in areas designated as nonattainment or maintenance for PM2.5 under the Clean Air Act (42 USC 7401 et seq.). The scoring criteria were updated to further emphasize this requirement.

Next Steps

Upon the Transportation Committee's action and subsequent Regional Council approval of the updated program guidelines, the application will open to eligible applicants via an online SCAG module starting on March 31. SCAG will be hosting workshops for applicants on March 12 and March 18. Additional information will be available on [the SCAG STBG/CMAQ webpage](#) following the Regional Council's approval of the program guidelines.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2024-2025 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).



ATTACHMENT(S):

1. PowerPoint Presentation - STBG-CMAQ Guidelines Update and Call for Project Nominations
2. FFY 2026-2027 & FFY 2027-2028 STBG-CMAQ Program Guidelines



STBG/CMAQ Program Guidelines Update and Call for Project Nominations

Transportation Committee

March 6, 2025

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - STBG-CMAQ Guidelines Update and Call for Project Nominations (FFY 2027 & 2028 STBG/CMAQ

1

Background

- As the designated metropolitan planning organization, SCAG is responsible for the project selection process for both federal Surface Transportation Block Grant Program (STBG) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program Guidelines and the administration of the related Call for Project Nominations.
- Regional Council last approved Program Guidelines in June 2023, and approved 33 projects for \$186.9 million in STBG and CMAQ funding in June 2024.
- The federal fiscal year 2026-2027 & federal fiscal year 2027-2028 STBG/CMAQ Call for Project Nominations will direct an estimated \$1.2 billion in available funding to eligible projects within the SCAG region.

Eligibility

Eligible Applicants: In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds.

Eligible Projects: Projects must be eligible for STBG and/or CMAQ funds.

- **STBG Program:** Projects to preserve and improve the conditions and performance of surface transportation including highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- **CMAQ Program:** Transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Eligibility (cont'd)

Tier 1 Regional Priorities

- **Clean Transportation** – alternative fuel and zero emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Resilience of At-Risk Infrastructure** – projects that improve the resilience of at-risk infrastructure from extreme weather events and natural disasters to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.
- **Transit and Multimodal Integration** – support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to CMAQ new project limitation), microtransit, fare subsidies. Transit/rail safety and security projects.
- **Transportation Demand Management (TDM)** – TDM activities to reduce Single-Occupancy Vehicle (SOV) use including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- **Transportation System Management and Goods Movement** – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Eligibility (cont'd)

Tier 2 Regional Priorities

- **Complete Streets** – Complete streets projects to enable safe use and mobility for all users.
- **Natural Lands Preservation** – projects that support the preservation of and access to natural lands.
- **System Preservation** – projects that maintain existing transportation systems and facilities.

Project Selection Process

1. SCAG initiates Call for Project Nominations.
2. Eligible agencies apply for funding via the SCAG application module.
3. County Transportation Commissions prioritize applications (Highly Recommended, Recommended, Contingency List, Not Recommend) submitted within their respective county based on county developed framework.
4. SCAG reviews projects for eligibility, and against approved evaluation criteria.
5. SCAG presents funding recommendations to Regional Council for consideration.

Summary of Changes

This proposed update to the STBG/CMAQ guidelines incorporates the following major changes:

- **Streamlined application process.**
 - All applicants will apply via an online SCAG application module.
 - This process improvement was driven by feedback received from applicants in the previous call.
- **Establishment of project categories within the Regional Priorities scoring criteria.**
 - These primary project categories are reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and Regional Council priorities and objectives.
 - The resilience of at-risk infrastructure category was added as a priority in response to recent wildfire events across the region.

Summary of Changes (cont'd)

- **Prioritization of federal performance management areas.**
 - The Performance Measures scoring criteria from the previous guidelines have been shifted to the federal performance management areas.
 - This change allows for alignment with the recently adopted Connect SoCal 2024.
- **Community Economic Development Benefits scoring criteria.**
 - The former Equity section was modified with the new scoring criteria assessing project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
 - This modification was made in response to recent Presidential Executive Orders and U.S. Department of Transportation policy changes related to equity, diversity, and inclusion.

Summary of Changes (cont'd)

- **Prioritization of particulate matter (PM) 2.5 reducing projects within the Air Quality Improvements scoring criteria.**
 - This additional scoring criteria aligns with federal requirements for CMAQ funding.

Scoring Criteria

PREVIOUS SCORING CRITERIA	PROPOSED SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization.	CTC Prioritization: Relative CTC project prioritization.	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	Regional Priorities: Focused on primary program/project categories that implement adopted Connect SoCal.	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> • Location Efficiency • Mobility and Accessibility • Safety and Public Health • Environmental Quality • Economic Opportunity • Investment Effectiveness • Transportation System Sustainability • Environmental Justice 	Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management Areas: <ul style="list-style-type: none"> • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management (TAM) • Transit System Safety 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	10 Points

Upcoming Activity

PROJECT SELECTION MILESTONES	DATE (Subject to Change)
Program Guidelines Adoption	March 6
SCAG-Led Applicant Workshops*	March 12 & March 18
Office Hours	Available upon request
Project Nominations Open for Local Agencies	March 31
Project Nomination Applications Due Date	May 16 at 5pm
County Transportation Commission Project Prioritization Packages Due to SCAG	August 1 at 5pm
Regional Council Considers Award Recommendations	November 6 or December 3

*SCAG in collaboration with county transportation commission staff may also host county-specific workshops. More information regarding these additional workshops will be available on the SCAG website.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/stbg-cmaq-program>



FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ PROGRAM GUIDELINES

Guidelines outlining the SCAG-administered project selection process in compliance with federal requirements for the Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ).

MARCH 2025

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FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Overview

The federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines), scheduled for adoption by the SCAG Regional Council in March 2025, establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, Federal Transportation Improvement Program (FTIP), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

Connect SoCal 2024 provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. Connect SoCal 2024 was developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. Connect SoCal 2024 demonstrates how transportation projects and programs in the six-county SCAG region conform to state of California and federal air quality mandates for funding eligibility. Connect SoCal 2024 also identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. An [FTIP](#) is prepared by a metropolitan planning organization to list projects to be funded from federal, state, and local sources for the next four-year period. By providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects, the FTIP is a key component in the Connect SoCal 2024 implementation process. The FTIP is required to advance Connect SoCal 2024 by programming projects in accordance with federal and state requirements, including specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to reduce air pollution. The [2025 FTIP](#), which was federally approved on Dec. 16, 2024, applies to the STBG/CMAQ call for project nominations for federal fiscal year 2026-2027 and federal fiscal year 2027-2028. The federal fiscal year 2026-2027 through federal fiscal year 2031-2032 FTIP will be in effect by mid-December 2026.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near- and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination included several months of bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also host workshops open to all eligible applicants related to these guidelines in spring 2025.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years 2026-2027 and 2027-2028. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a subsequent congressional reauthorization or continuing resolution.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, de-obligations, OA loan repayments, and set-asides for SCAG-selected regional planning activities that would support planning priorities led by SCAG or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of Connect SoCal and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG/CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. These and other administrative processes will be further detailed in SCAG’s Administrative Programming Procedures for federal transportation funds. Additionally, use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which SCAG selects projects in coordination with the SCAG region’s six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1 Program Target Percentages

County	CMAQ Target Percentage	STBG Target Percentage
Imperial County	0.6%	1.2%
Los Angeles County	54.8%	53.3%
Orange County	17.3%	17.1%
Riverside County	12.7%	11.8%
San Bernardino County	11.3%	12.2%
Ventura County	3.3%	4.3%

STBG and CMAQ funds are subject to the Timely Use of Funds provisions outlined in Assembly Bill 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2 Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2026-2027	2027-2028
Obligation deadline	9/30/2029	9/30/2030

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please see [Appendix A](#) for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for STBG and CMAQ funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for, and have a federal-aid master agreement in place with, the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. This provision might not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer might need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review the Caltrans document [Factors to Consider Before Applying for Federal Funds](#). This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority.

ELIGIBLE PROJECTS

Projects must be eligible for STBG or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

[STBG Federal Guidance](#)

[CMAQ Federal Guidance](#)

Consistent with Connect SoCal 2024 goals and strategies and Federal Performance Measure Goals, projects should be used for activities related to the following primary project categories **and have a clear transportation nexus**:

Tier 1 Regional Priorities

- Clean Transportation – alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- Resilience of At-Risk Infrastructure – projects that improve the resilience of infrastructure at risk from extreme weather events, natural disasters, or changing conditions, such as coastal erosion, to improve transportation and public safety and reduce costs by avoiding future maintenance or rebuilding costs.
- Transit and Multimodal Integration – support increasing public transit ridership, new or upgraded public transit facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, fare subsidies, also including public transit safety and security projects.
- Transportation Demand Management (TDM) – TDM activities to reduce single-occupancy vehicle use, including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- Transportation System Management and Goods Movement – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Tier 2 Regional Priorities

- Complete Streets – complete streets projects to enable safe use and mobility for all users.
- Natural Lands Preservation – projects that support the preservation of, and access to, natural lands.
- System Preservation – projects that maintain existing transportation systems and facilities.

Examples of projects that fall into each of these primary project categories are included in [Appendix B](#). These primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). The tiers were informed by the [2024-2025 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region.

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend that some projects be funded with a combination of STBG and CMAQ funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. Toll credits are eligible to be used as a match for STBG and CMAQ funds, which can increase the federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ funds. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual Chapter 3: Project Authorization](#).

Applicants should also consult their county transportation commissions for the possibility of additional matching requirements that may be incorporated as part of their Project Prioritization Framework.

Application Process

Through the STBG/CMAQ call for project nominations process, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with Connect SoCal 2024 goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement, which will be evaluated at the project level. SCAG strongly encourages applicants to engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission’s Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG’s consideration during final project selection.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Regional Council adopts Program Guidelines	March 6, 2025
Workshops	March 12 and March 18
Project nominations open to local agencies	March 31, 2025
Local agency project nomination application submission deadline	May 16, 2025, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 1, 2025, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2025

**Actual dates subject to change*

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with Connect SoCal 2024. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4 Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative county transportation commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix B for more information.	20 Points
<p>Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management areas:</p> <ul style="list-style-type: none"> • Performance Management Area 1 - Transportation System Safety • Performance Management Area 2 - National Highway Pavement and Bridge Condition • Performance Management Area 3 - National Highway System Performance • Performance Management Area 3 - Freight Movement • Performance Management Area 3 - CMAQ Program • Transit Asset Management • Transit System Safety <p>Please refer to Appendix C for more information. Please also refer to Section 7 of the Connect SoCal 2024 "Performance Monitoring Technical Report" for additional information.</p>	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix D for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. Particulate matter 2.5 reducing projects will receive additional points.	10 Points

The review committee will score each project using the criteria outlined in [Appendix E](#).

- Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score.) The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG’s requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

- Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the relative STBG or CMAQ availability and overall program balancing for a variety of project types and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of STBG and CMAQ funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG Regional Council will consider the recommended STBG and CMAQ projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming in the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for STBG and CMAQ programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for STBG and CMAQ programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, and Monitoring

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, projects that require modeling or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines and [Chapter 3 of the LAPM](#). Local agencies should work with their county transportation commission to program approved funds in the FTIP. For additional FTIP information, please refer to the latest adopted [2025 FTIP Guidelines](#) approved by the SCAG Regional Council in November 2023.

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans [Local Assistance Procedure Manual](#) and [Exhibits](#). All projects approved for STBG and CMAQ funds must obligate by the deadline. Delays, advancements, and scope changes are subject to SCAG approval.

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, county transportation commissions, local jurisdictions, and transit operators to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and OA balances.

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to include supplemental questions as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework, which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and SCAG's call for project nomination process to maximize project impact and advance collaborative policy goals.

At a minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility:** County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities:** County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support. Community support can be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's chief executive officer (CEO) and/or governing board. A draft copy of the project prioritization framework for SCAG comment and concurrence should be provided by March 24. County transportation commissions will be required to provide SCAG with a final copy of the framework and documentation of CEO and/or governing board approval.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board and/or CEO. Additionally, county transportation commissions will be required to publish

the approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions should submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the county transportation commission CEO and/or governing board prior to submission to SCAG. Extensions may be granted on a case-by-case basis. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List:** Complete list of eligible project nominations received for STBG and/or CMAQ funds, identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.
- **CEO or Governing Board Approval:** Letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
- **Outreach Documentation:** Materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework.

Appendix B

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](#). The tiers were informed by the [2024-25 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region. Examples of projects that may fall into each of these primary project categories include, but are not limited to, the following:

TIER 1 REGIONAL PRIORITIES

Clean Transportation

- Government-owned non-transit alternative fuel and zero-emission fleets that reduce criteria pollutant emissions.
- Publicly available alternative fuel and zero-emission vehicle fueling and charging infrastructure and equipment that reduce criteria pollutant emissions.
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions.
- Charging and fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criterial pollutant emissions.
- Medium- and heavy-duty alternative fuel and zero-emission conversion.

Resilience of At-Risk Infrastructure

- Projects that improve the resilience of infrastructure at risk from extreme weather events, natural disasters, or changing conditions, such as coastal erosion, to improve transportation and public safety and reduce costs by avoiding future maintenance or rebuilding costs.
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility.
- Resilience and adaptation projects and plans eligible under STBG and CMAQ guidance.

Transit and Multimodal Integration

- Transit plans
- Public transportation agency safety plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit facilities – new/rehab/replacement
- Transit safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Microtransit
- Operations (subject to CMAQ new-project limitations)

- Free- or reduced-fare programs
- Fare integration programs
- Transit signal priority
- Bus stop and rail station improvements
- Universal basic mobility
- Mobility hubs

Transportation Demand Management (TDM)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight and goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus only)
- Managed lanes conversions (HOV, toll, bus only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail
- Interchange reconfigurations
- Signal synchronization
- ITS elements

TIER 2 REGIONAL PRIORITIES**Complete Streets**

- Complete streets plans
- Active transportation plans
- Local roadway safety plans

- Bicycle and pedestrian facilities and programs, including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

Natural Lands Preservation

- Wildlife crossings
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions
- Eligible recreational trail projects including maintenance and restoration of existing trails
- Bike and pedestrian access to open space and parks

System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

Appendix C

Federal Performance Management Areas

Transportation performance management uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management areas:

- **Performance Management Area 1:** Transportation System Safety
- **Performance Management Area 2:** Pavement and Bridge Condition (National Highway System)
- **Performance Management Area 3:** National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three performance management areas, federal performance measures and reporting requirements were also established for transit asset management (TAM) and transit system safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring assesses the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics might not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management Area 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities.
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT).
- Total number of motor vehicle collision serious injuries.
- Rate of motor vehicle collision serious injuries per 100 million VMT.
- Total number of non-motorized fatalities and serious injuries.

Performance Management Area 2 – National Highway System (NHS) Pavement and Bridge Condition

- Percentage of Interstate System pavement in 'Good' condition.
- Percentage of Interstate System pavement in 'Poor' condition.
- Percentage of non-interstate NHS pavement in 'Good' condition.
- Percentage of non-interstate NHS pavement in 'Poor' condition.
- Percentage of NHS bridges in 'Good' condition.
- Percentage of NHS bridges in 'Poor' condition.

Performance Management Area 3 – National Highway System (NHS) Performance

- Percent of interstate system mileage reporting reliable person-mile travel times.
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times.

Performance Management Area 3 – Freight Movement

- Interstate system truck travel time reliability (truck travel time reliability index).

Performance Management Area 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita.
- Total emissions reduction by criteria pollutant (e.g., particulate matter 10, particulate matter 2.5, ozone, carbon monoxide).
- Percent of non-single occupancy vehicle mode share.

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark.
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark.
- Infrastructure: Share of track segments with performance restrictions.
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model scale.

Transit System Safety

- Number of transit-related fatalities.
- Number of transit-related injuries.
- Number of transit system safety events.
- Transit system reliability.

Additional information is available in the FHWA's [Transportation Performance Management Implementation Plan](#) and the FTA's [Performance Management webpage](#).

Appendix D

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term “Areas of Persistent Poverty and Historically Disadvantaged Communities” consistent with the U.S. Department of Transportation’s [“FY 2025 Notice of Funding Opportunity”](#) for the Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as either of the following:

- Any county (or equivalent jurisdiction) with greater than or equal to 20 percent of the population living in poverty as indicated through the [BUILD Grant Project Location Verification mapping tool](#).
- Any census tract with a poverty rate of at least 20 percent, as measured by the five-year data series available from the Census Bureau’s American Community Survey and available through the BUILD Grant Project Location Verification mapping tool.

The BUILD Grant Project Location Verification mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

SUPPLEMENTAL RESOURCES

The following strategies, informed by the Connect SoCal 2024 [“Equity Analysis Technical Report,”](#) have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (e.g., jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads and railyards.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea-level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities that minimize impacts outside of the immediate project area.

- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

Appendix E

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the county transportation commission list as Highly Recommended	50 Points
Prioritized in the county transportation commission list as Recommended	40 Points
Prioritized in the county transportation commission Contingency List	20 Points
Not recommended	0 Points
Regional Priorities	Possible Points
Project identified as part of Tier 1 Regional Priorities Program Categories: <ul style="list-style-type: none"> Clean Transportation Resilience of At-Risk Infrastructure Transit and Multimodal Integration Transportation Demand Management Transportation System Management and Goods Movement 	20 Points
Projects identified as part of Tier 2 Regional Priorities Program that also demonstrate a systems approach to identifying and managing needs by means of: <ul style="list-style-type: none"> A transportation related natural lands preservation plan, including for wildlife crossings A pavement management plan or program A complete streets plan, program, or policy 	15 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: <ul style="list-style-type: none"> Complete Streets Natural Lands Preservation System Preservation 	10 Points
Projects identified as neither Tier 1 nor Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	Possible Points
Project supports multiple federal performance management areas OR demonstrates significant improvement in one federal performance management area, as confirmed by general responses. Project-specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses. Project-specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet.)	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses. There is no current or future planned project-specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points

Community Economic Development Benefits	Possible Points
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	0 Points
Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
<ul style="list-style-type: none"> 75-100 percentile 	8 Points
<ul style="list-style-type: none"> 50-74 percentile 	6 Points
<ul style="list-style-type: none"> 25-49 percentile 	4 Points
<ul style="list-style-type: none"> 1-24 percentile 	2 Points
<ul style="list-style-type: none"> Does not address cost-effectiveness 	0 Points
Particulate Matter 2.5 Reduction Relative to ALL Projects	
<ul style="list-style-type: none"> Top 50% of Particulate Matter 2.5 Reducing Projects 	2 Points
<ul style="list-style-type: none"> Below top 50% of Particulate Matter 2.5 Reducing Projects 	0 Points

**If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted*



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 W. Third St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 630-1499

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Ventura, CA 93012
Tel: (213) 236-1960

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**NO. 670
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, FEBRUARY 6, 2025**

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

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

Members Present

Sup. Curt Hagman, President

Hon. Cindy Allen, 1st Vice President

Hon. Ray Marquez, 2nd Vice President

Hon. Jan Harnik, Imm. Past President

Sup. Jesus Escobar

Sup. Don Wagner

Sup. Karen Spiegel

Sup. Vianey Lopez

Michael Goodsell

Hon. Trish Kelley

Hon. Alan Wapner

Hon. Mike T. Judge

Hon. Gil Rebolgar

Hon. Gary Gardner

Hon. Linda Krupa

Hon. Clint Lorimore

Hon. Frank Navarro

Hon. Acquanetta Warren

Hon. Rick Denison

Hon. John Gabbard

Hon. Wendy Bucknum

Hon. William Go

Long Beach

Chino Hills

Brawley

Desert Hot Springs

Hemet

Eastvale

Colton

Fontana

Yucca Valley

Dana Point

Mission Viejo

Irvine

San Bernardino County

District 30

District 10

RCTC

Imperial County

Orange County

Riverside County

Ventura County

ICTC

TCA

SBCTA

VCTC

District 1

District 2

District 3

District 4

District 6

District 8

District 11

District 12

District 13

District 14



Hon. Debbie Baker
 Hon. Ryan Balius
 Hon. Marty Simonoff
 Hon. Jeff Wood
 Hon. Emma Sharif
 Hon. Suely Saro
 Hon. Andrew Lara
 Hon. Margaret Clark
 Hon. Shaunna Elias
 Hon. Thomas Wong
 Hon. Keith Eich
 Hon. Tim Sandoval
 Hon. Lauren Meister
 Hon. Nikki Perez
 Hon. David J. Shapiro
 Hon. Laura Hernandez
 Hon. Rocky Rhodes
 Hon. Jenny Crosswhite
 Hon. Steve Manos
 Hon. Butch Twining
 Hon. Daniel Ramos
 Hon. Victoria Garcia
 Hon. Patricia Lock Dawson

La Palma
Anaheim
Brea
Lakewood
Compton
Long Beach
Pico Rivera
Rosemead
Glendora
Monterey Park
La Cañada Flintridge
Pomona
West Hollywood
Burbank
Calabasas
Port Hueneme
Simi Valley
Santa Paula
Lake Elsinore
Huntington Beach
Adelanto
San Fernando
Riverside

District 18
 District 19
 District 22
 District 24
 District 26
 District 29
 District 31
 District 32
 District 33
 District 34
 District 36
 District 38
 District 41
 District 42
 District 44
 District 45
 District 46
 District 47
 District 63
 District 64
 District 65
 District 67
 District 68

Members Not Present

Sup. Kathryn Barger
 Sup. Hilda Solis
 Hon. Carlos Leon
 Hon. Zak Schwank
 Hon. Helen Tran
 Hon. L. Dennis Michael
 Hon. Lauren Kleiman
 Hon. Valerie Amezcua
 Hon. Jon Dumitru
 Hon. Joe Kalmick
 Hon. Fred Jung
 Hon. Frank Yokoyama
 Hon. Claudia Frometa
 Hon. Ali Saleh
 Hon. Mark E. Henderson

Members Not Present

Temecula
San Bernardino
Rancho Cucamonga
Newport Beach
Santa Ana
Orange
Seal Beach
Fullerton
Cerritos
Downey
Bell
Gardena

Members Not Present

Los Angeles County
 Los Angeles County
 OCTA
 District 5
 District 7
 District 9
 District 15
 District 16
 District 17
 District 20
 District 21
 District 23
 District 25
 District 27
 District 28



Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Larry McCallon		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Hagman called the meeting to order at 12:18 p.m. and asked Regional Council Member Clint Lorimore, Eastvale, District 4, to lead the pledge of allegiance.

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

PUBLIC COMMENT PERIOD

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

President Hagman suggested taking one vote on Item 1 and the Consent Calendar (Items 2 through 6 and Receive and File Items 7 through 9). There were not objections. Regional Council Member Marty Simonoff, Brea, District 22, made the motion to approve Item 1 and the Consent Calendar. The motion was seconded by Daniel Ramos, Adelanto, District 65.

Regional Council Member Navarro confirmed he was present.

The Clerk of the Board asked President Hagman if he wanted to allow for the presentation on Item 1 before taking the vote on Item 1 and the Consent Calendar.

President Hagman called on Sarah Dominguez, Department Manager, to make the presentation.

ACTION ITEM

1. 2025 Draft Regional Transportation Safety Targets

Ms. Dominguez reported that staff was seeking approval of the calendar year 2025 regional safety targets which were developed specific to the region using their internal safety model. She noted that if approved, it would be submitted to Caltrans by the February 28 deadline in support of Federal transportation performance management reporting requirements. She also indicated that the agenda packet included a detailed staff report explaining the methodology used to develop this target which was similar to what they had been using since 2021. She presented a new safety predictive modeling analysis platform developed with the support of grants from the Office of Traffic Safety. She explained that the tool, based on the city and crash software, allows local planners to model, predict, and analyze local transportation system safety risks. She demonstrated the tool's features, including a dashboard showing the number of crashes and injuries, a crash map showing the location and type of incidents, and a predictive analysis feature that compares observed incidents with expected ones based on roadway characteristics. She noted that this tool also provides recommendations for countermeasures to address safety concerns. She indicated the new tool was designed to help communities analyze and improve road safety. She noted that the tool would launch in March and emphasized that the tool does not replace decision-making but can significantly reduce the cost of getting to decision-making points. It was noted that the tool was available at no cost to jurisdictions and can be used for regular updates, active transportation plan updates, and capital improvements. She also mentioned that the tool can be used to demonstrate the value of improvements made in a community since 2019. She also indicated that the tool was not intended to replace engineering analysis or have engineers sign off on projects. She mentioned that the tool can be used to reduce the need for consultants, potentially saving money.

There were no Public Comments on Item 1.

CONSENT CALENDAR

There were no Public Comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – December 5, 2024
3. SCAG Participation in Vienna Social Housing Field Study: International Best Practices in Mixed-Income Housing, April 6-12, 2025
4. AB 226 (Calderon & Alvarez) – California FAIR Plan Association
5. 2025-26 State Legislative Platform Update
6. SCAG Memberships and Sponsorships

Receive and File

7. February 2025 State and Federal Legislative Update
8. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold
9. CFO Monthly Report

A MOTION was made (Simonoff) to approve Item 1, Consent Calendar Items 2 through 6; and Receive and File Items 7 through 9. Motion was SECONDED (Ramos) and passed by the following roll call votes.

AYES: Allen, Baker, Balius, Bucknum, Clark, Crosswhite, Denison, Eich, Elias, Escobar, Garcia, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Hernandez, Judge, Kelley, Krupa, Lara, Lock Dawson, Lopez, Lorimore, Manos, Marquez, Meister, Navarro, Perez, Ramos, Rebollar, Rhodes, Sandoval, Saro, Shapiro, Sharif, Simonoff, Spiegel, Twining, Wagner, Wapner, Warren, Wong, and Wood (45)

NOES: None (0)

ABSTAIN: None (0)

President Hagman acknowledged new members and asked them to stand to be recognized. New Regional Council Members were as follows:

- Hon. Gary Gardner, RC District #2, Desert Hot Springs
- Hon. Helen Tran, RC District #7, City of San Bernardino
- Hon. William Go, RC District #14, City of Irvine
- Hon. Debbie Baker, RC District #18, City of La Palma
- Hon. Ryan Balius, RC District #19, City of Anaheim
- Hon. Fred Jung, RC District #21, City of Fullerton
- Hon. Emma Sharif, RC District #26, City of Compton
- Hon. Shaunna Elias, RC District #33, City of Glendora
- Hon. Adrin Nazarian, RC District #49, City of Los Angeles
- Hon. Ysabel Jurado, RC District #61, City of Los Angeles
- Hon. Butch Twining, RC District #64, City of Huntington Beach
- Hon. Daniel Ramos, RC District #65, City of Adelanto
- Hon. Victoria Garcia, RC District #67, City of San Fernando
- Hon. Jesus Escobar, Imperial County
- Hon. Carlos A. Leon, Orange County Transportation Authority

BUSINESS REPORT

President Hagman reported that Regional Council Member Lucy Dunn prepared a Business Report which was on page 115 of the agenda packet.

PRESIDENT'S REPORT

President Hagman reported that registration for the General Assembly would open on February 10 and that the event would be May 1-2 at the JW Marriott in Palm Desert. Lastly, he reminded the members that the next regular meeting of the Regional Council was scheduled for Thursday, March 6.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, reported that they had a good conversation at the Joint Policy Committee meeting on resilience and recovery and noted that they expected to bring this issue to the policy committees and ultimately back to the Regional Council with some actionable items. He also mentioned that at the EAC meeting he reported that they were committed to supporting local agencies on recovery and resiliency, and their efforts to secure resources from DC and Sacramento. He also indicated that he wanted to bring their attention to the Consent Calendar which had an item on AB 226 and had to do with insurance. He explained that the bill was authored by Assemblymembers Lisa Calderon and David Alvarez and sponsored by the California Building Industry Association. He indicated they were supporting this effort to try and make sure that they keep the fair plan liquid by allowing it to request the issuance of bonds through California's I-Bank. He indicated that this item was presented at the LCMC meeting, and they had approved it on this day under the Consent Calendar. He also reported that SCAG updated the housing, environment, and land use parcel tool, known as the Helper Tool 3.0, which is now available online. He indicated that this tool provides a dashboard and site-specific interactive mapping for land use, environmental planning, and sustainable development, aligning with local plans and regional policies. Lastly, he provided an update on the Mojave Desert Highway Sanction Clock which he previously addressed regarding air quality planning challenges related to EPA disapprovals. He explained that the EPA disapproval triggers a 24-month highway sanction clock and that underlying issues needed to be addressed. He noted that there were ongoing conversations and expressed concern about being able to resolve the underlying issues because the issues were beginning to lead to litigation.

FUTURE AGENDA ITEMS

President Hagman indicated there would be future updates from the Legislative team on the new administration and the changes that are happening at the federal level.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Hagman adjourned the meeting of the Regional Council in memory of Mary Lou Navarro, resident, advocate, and champion of Colton and San Bernardino County at 12:48 p.m. He indicated that their thoughts, prayers, and heartfelt condolences were with Mayor Navarro and his loved ones. He indicated may she rest in peace and may her memory forever be a source of strength and inspiration.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//

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

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

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



AGENDA ITEM 4
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural
Lands Economic and Resilience Benefits Study

RECOMMENDED ACTION:

Approve Contract No. 25-011-C01 in an amount not to exceed \$737,285 with Greene Economics, LLC, to facilitate engagement, conduct research and develop a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Consistent with the requirements of the Sustainable Agricultural Lands Conservation Program (SALC) that funds this project, the consultant shall facilitate engagement, conduct research and develop a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region. The findings from this project are intended to be used by SCAG and local agencies to inform planning, policy, investment decisions, and funding/financing approaches to strategically preserve, enhance, and/or restore natural and agricultural lands.

Natural and agricultural lands are a key focus in Connect SoCal 2024 to ensure the region's economic, natural, social, and environmental resilience, especially in light of climate change impacts in Southern California, such as extreme heat, drought, wildfire, and flooding. Natural and agricultural lands provide a range of environmental services, resilience, and economic benefits that are necessary for the region to thrive now and in the future. They:

- *Sequester carbon*
- *Store and clean water*
- *Clean air*
- *Can increase resilience to hazards such as wildfires and flooding*

- *Support recreation, health, and quality of life*
- *Generate jobs and economic activity through tourism, recreation, and agricultural production*

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Greene Economics, LLC 25-011-C01	The project will facilitate engagement, conduct research and develop a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region.	\$737,285

FISCAL IMPACT:

Funding of \$737,285 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Numbers 065-4876.01 and 065-4878.01. Any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget approval.

ATTACHMENT(S):

1. Contract 25-011-C01 Summary
2. Contract 25-011-C01 Conflict of Interest Forms

CONSULTANT CONTRACT NO. 25-011-C01

Recommended Consultant:	Greene Economics, LLC										
Background & Scope of Work:	<p>Consistent with the requirements of the Sustainable Agricultural Lands Conservation Program (SALC) that funds this project, the consultant shall facilitate engagement, conduct research and develop a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region. The findings from this project are intended to be used by SCAG and local agencies to inform planning, policy, investment decisions, and funding/financing approaches to strategically preserve, enhance, and/or restore natural and agricultural lands.</p> <p>Natural and agricultural lands are a key focus in Connect SoCal 2024 to ensure the region’s economic, natural, social, and environmental resilience, especially in light of climate change impacts in Southern California, such as extreme heat, drought, wildfire, and flooding. Natural and agricultural lands provide a range of environmental services, resilience, and economic benefits that are necessary for the region to thrive now and in the future. They:</p> <ul style="list-style-type: none"> • Sequester carbon • Store and clean water • Clean air • Can increase resilience to hazards such as wildfires and flooding • Support recreation, health, and quality of life • Generate jobs and economic activity through tourism, recreation, and agricultural production 										
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Assessing the value of a limited range of key ecosystem services as well as resilience and economic benefits provided by the different types of natural and agricultural lands in the SCAG region; • Identifying potential and innovative funding strategies and approaches, including market and incentive-based approaches, that can support efforts to preserve, enhance, and/or restore natural and agricultural lands that provide key ecosystem services and resilience benefits; • Providing information and resources to support, establish, or supplement Regional Advance Mitigation Programs (RAMP); and • Assessing the state and quality of the region’s farmworker housing. 										
Strategic Plan:	This item supports SCAG’s Strategic Priority #1: Establish and implement a regional vision for a sustainable future.										
Contract Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Total not to exceed:</td> <td style="text-align: right;">\$737,285</td> </tr> <tr> <td>Greene Economics, LLC (prime consultant)</td> <td style="text-align: right;">\$251,870</td> </tr> <tr> <td>Estolano Advisors (subconsultant)</td> <td style="text-align: right;">\$179,543</td> </tr> <tr> <td>LandIQ (subconsultant)</td> <td style="text-align: right;">\$165,920</td> </tr> <tr> <td>Highland Economics (subconsultant)</td> <td style="text-align: right;">\$139,952</td> </tr> </table>	Total not to exceed:	\$737,285	Greene Economics, LLC (prime consultant)	\$251,870	Estolano Advisors (subconsultant)	\$179,543	LandIQ (subconsultant)	\$165,920	Highland Economics (subconsultant)	\$139,952
Total not to exceed:	\$737,285										
Greene Economics, LLC (prime consultant)	\$251,870										
Estolano Advisors (subconsultant)	\$179,543										
LandIQ (subconsultant)	\$165,920										
Highland Economics (subconsultant)	\$139,952										

Attachment: Contract 25-011-C01 Summary (Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands Economic and

	Note: Greene Economics originally proposed \$747,953, but staff negotiated the price down to \$737,285 without reducing the scope of work.								
Contract Period:	Notice to Proceed through June 30, 2027								
Project Number(s):	<p>065-4876W7.01 \$500,000 (SALC) 065-4876E.01 \$76,491 (TDA) 065-4878B.01 \$142,351 (FTA 5303) 065-4878E.01 \$18,443 (TDA)</p> <p>Funding sources: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303), Transportation Development Act (TDA), and the Sustainable Agricultural Lands Conversation Program (SALC).</p> <p>Funding of \$737,285 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Numbers listed above and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget approval.</p>								
Request for Proposal (RFP):	<p>SCAG staff notified 2,967 firms of the release of RFP 25-011 via SCAG’s Solicitation Management System website. A total of 48 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:</p> <table border="0"> <tr> <td>Greene Economics, LLC (3 subconsultants)</td> <td style="text-align: right;">\$747,953</td> </tr> <tr> <td>ECONorthwest (2 subconsultants)</td> <td style="text-align: right;">\$743,196</td> </tr> <tr> <td>Berkeley Economic Advising & Research, LLC (2 subconsultants)</td> <td style="text-align: right;">\$746,485</td> </tr> <tr> <td>Rincon Consultants, Inc. (4 subconsultants)</td> <td style="text-align: right;">\$749,875</td> </tr> </table>	Greene Economics, LLC (3 subconsultants)	\$747,953	ECONorthwest (2 subconsultants)	\$743,196	Berkeley Economic Advising & Research, LLC (2 subconsultants)	\$746,485	Rincon Consultants, Inc. (4 subconsultants)	\$749,875
Greene Economics, LLC (3 subconsultants)	\$747,953								
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Berkeley Economic Advising & Research, LLC (2 subconsultants)	\$746,485								
Rincon Consultants, Inc. (4 subconsultants)	\$749,875								
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>India Brookover, Senior Regional Planner, SCAG Kim Clark, Planning Supervisor, SCAG Ryan Wolfe, Department Manager, Sustainable & Resilient Development, SCAG Ma’Ayn Johnson, Department Manager, Housing, SCAG Alisha James, Senior Public Affairs Specialist, SCAG</p>								
Basis for Selection:	<p>The PRC recommended Greene Economics, LLC for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically the methodology for benefits transfer analysis and detailed and well-articulated plans for both engagement and technical tasks; • Provided the best technical approach, specifically a strong feedback loop between engagement and data analysis tasks, highly detailed approach to 								

	<p>stakeholder mapping, and a focus on consensus building for advisory groups that will help with project buy-in and impact;</p> <ul style="list-style-type: none"> • Demonstrated technical innovation by including tools to enhance the project, such as Mentimeter for training sessions to collect stakeholder reactions and IMPLAN for agricultural production calculation that can be modified with local data; • Demonstrated a strong project management approach, including a strategy to identify and plan to mitigate potential roadblocks early in the project; • Enhanced the project value by conducting a comprehensive literature review, resulting in the creation of a reference database that will serve as a valuable resource for SCAG's ongoing and future projects; • 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. <p>Although other firms proposed a lower price, the PRC did not recommend the other firms for contract award because these firms:</p> <ul style="list-style-type: none"> • Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work; • Proposal did not fully meet RFP requirements for economic analysis or stakeholder engagement; and • Did not provide detail into strategies and methods into completing tasks and did not demonstrate the familiarity and breadth of experience as did the selected consultant.
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**Conflict of Interest (COI) Form - Attachment
For March 6, 2025 Regional Council Approval**

Approve Contract No. 25-011-C01 in an amount not to exceed \$737,285 with Greene Economics, LLC, to facilitate engagement, conduct research and develop a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Greene Economics, LLC (prime)	No - form attached
Estolano Advisors (subconsultant)	No - form attached
LandIQ (subconsultant)	No - form attached
Highland Economics (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-011

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Greene Economics, LLC

Name of Preparer: Jeri Sawyer

Project Title: Natural & Agricultural Lands Economic and Resilience Benefits Study

RFP Number: 25-011 **Date Submitted:** November 12, 2024

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?
 YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-011-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Jeri Sawyer, hereby declare that I am the (position or title) Managing Partner of (firm name) Greene Economics, LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 31, 2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

October 31, 2024

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-011

SECTION I: INSTRUCTIONS

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

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

Name of Firm: Estolano Advisors

Name of Preparer: Cecilia V. Estolano

Project Title: Natural & Agricultural Lands Economic and Resilience Benefits Study

RFP Number: 25-011 **Date Submitted:** November 12, 2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Cecilia V. Estolano, hereby declare that I am the (position or title) CEO of (firm name) Estolano Advisors, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 31, 2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

November 4, 2024

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-011

SECTION I: INSTRUCTIONS

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

Name of Firm: Land IQ, LLC

Name of Preparer: Mica Heilmann

Project Title: Natural & Agricultural Lands Economic and Resilience Benefits Study

RFP Number: 25-011 **Date Submitted:** November 12, 2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-011-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Mica Heilmann, hereby declare that I am the (position or title) Owner of (firm name) Land IQ, LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated November 4, 2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


11/4/2024

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

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-011

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Highland Economics

Name of Preparer: Barbara Wyse

Project Title: Natural & Agricultural Land Economic and Resilience Benefits Study

RFP Number: 25-011 **Date Submitted:** 11/12/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

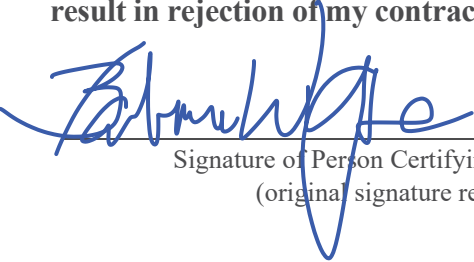
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Barbara Wyse, hereby declare that I am the (position or title) co-owner and principal of (firm name) Highland Economics, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11/12/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

November 4, 2024

Date

NOTICE

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data
Analysis Technical Assistance (TA) Program

RECOMMENDED ACTION:

Approve Contract No. 25-017-C01 in an amount not to exceed \$580,545 with Fehr & Peers to implement a big data technical assistance program. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

Consistent with the requirements of the Carbon Reduction Program and Office of Traffic Safety grants that fund this project, the consultant shall provide direct support to local jurisdictions and agencies to refine, research, and answer key transportation and safety planning questions using big data analytics. This project also supports the goals outlined in the adopted 2024 Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), by supporting the goal of building and maintaining a robust transportation network that supports investments that are coordinated, resilient, and results in improved safety, air quality, and reduced greenhouse gas emissions. This project supports regional planning by advancing data-driven decision making at local agencies, supporting equitable public engagement, reducing motorized Vehicle Miles Traveled (VMT), and aims to reduce local and regional greenhouse gas (GHG) emissions.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Fehr & Peers 25-017-C01	The project will support SCAG's regional stakeholders by providing them with direct consultant support on big data analytics. The	\$580,545

consultant will assist local jurisdictions in refining, researching, and answering critical transportation infrastructure and safety planning questions, bolstering their capacity to make data-driven decisions to enhance transportation and safety planning and policy across the region.

FISCAL IMPACT:

This project is funded with two grants: Office of Traffic Safety (OTS) and Carbon Reduction Program (CRP). The OTS grant expires in September 2025.

Funding of \$200,000 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 225-3564.22 (OTS), and \$380,545 is available in OWP Project Number 325-4950.01 (CRP).

ATTACHMENT(S):

1. Contract 25-017-C01 Summary
2. Contract 25-017-C01 Conflict of Interest Forms

CONSULTANT CONTRACT NO. 25-017-C01

Recommended Consultant:	Fehr & Peers								
Background & Scope of Work:	<p>The purpose of this contract is to provide assistance to SCAG and its stakeholders in implementing the Transportation Data Analysis Technical Assistance Program, which is comprised of two primary components: the Big Data Technical Assistance Program and the Safety Predictive Modeling and Analysis Platform. The selected consultant will directly support jurisdictions in answering key transportation and safety planning questions by leveraging big data analytics through white paper, memorandum, and safety case study deliverables.</p> <p>Consistent with the requirements of the Carbon Reduction Program and Office of Traffic Safety grants that fund this project, the consultant shall deliver policy and planning recommendations to reduce greenhouse gas emissions while enhancing traffic safety through innovative solutions and sustainable practices.</p>								
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Improved data-driven decision-making through analysis of various data sources; • Enhanced traffic management through identification of traffic patterns, congestion hotspots, peak travel times, and more; and • Safety improvements through analysis of accident/crash data, road conditions, and driver behavior. 								
Strategic Plan:	This item supports SCAG's Strategic Plan Priority 3: Spur innovation and action through leadership in research, analysis, and information sharing.								
Contract Amount:	<table> <tr> <td>Total not to exceed</td> <td align="right">\$580,545</td> </tr> <tr> <td>Fehr & Peers (prime consultant)</td> <td align="right">\$351,136</td> </tr> <tr> <td>WSP USA (subconsultant)</td> <td align="right">\$116,182</td> </tr> <tr> <td>Safe Streets Research & Consulting (subconsultant)</td> <td align="right">\$113,227</td> </tr> </table> <p>Note: Fehr & Peers originally proposed \$598,480 but staff negotiated the price down to \$580,545 without reducing the scope of work.</p>	Total not to exceed	\$580,545	Fehr & Peers (prime consultant)	\$351,136	WSP USA (subconsultant)	\$116,182	Safe Streets Research & Consulting (subconsultant)	\$113,227
Total not to exceed	\$580,545								
Fehr & Peers (prime consultant)	\$351,136								
WSP USA (subconsultant)	\$116,182								
Safe Streets Research & Consulting (subconsultant)	\$113,227								
Contract Period:	Notice to Proceed through April 30, 2027								
Project Number(s):	<p>225-3564.22 \$200,000 325-4950.01 \$380,545</p> <p>Funding sources: State of California Office of Traffic Safety (OTS) Grant and Carbon Reduction Program (CRP) Grant</p> <p>Funding of \$200,000 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 225-3564.22, and \$380,545 is available in OWP Project Number 325-4950.01.</p>								

Request for Proposal (RFP):	<p>SCAG staff notified 3,620 firms of the release of RFP 25-017 via PlanetBids. A total of 107 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:</p> <table data-bbox="451 247 1487 432"> <tr> <td>Fehr & Peers (2 subconsultants)</td> <td style="text-align: right;">\$598,480</td> </tr> <tr> <td>Arup US, Inc. – (3 subconsultants)</td> <td style="text-align: right;">\$561,888</td> </tr> <tr> <td>Cityfi Advisors, LLC – (1 subconsultant)</td> <td style="text-align: right;">\$594,208</td> </tr> <tr> <td>T.Y Lin International– (1 subconsultant)</td> <td style="text-align: right;">\$599,919</td> </tr> </table>	Fehr & Peers (2 subconsultants)	\$598,480	Arup US, Inc. – (3 subconsultants)	\$561,888	Cityfi Advisors, LLC – (1 subconsultant)	\$594,208	T.Y Lin International– (1 subconsultant)	\$599,919
Fehr & Peers (2 subconsultants)	\$598,480								
Arup US, Inc. – (3 subconsultants)	\$561,888								
Cityfi Advisors, LLC – (1 subconsultant)	\$594,208								
T.Y Lin International– (1 subconsultant)	\$599,919								
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals: Isabelle Legare, Associate Regional Planner, SCAG Mike Gainor, Senior Regional Planner, SCAG Amanda McDaniel, Associate Regional Planner, SCAG</p>								
Basis for Selection:	<p>The PRC recommended Fehr & Peers for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated knowledge of SCAG and familiarity with SCAG’s work, including local knowledge (having worked with municipalities in every county in the SCAG region) and the most relevant project examples that show a deep understanding of big data platforms and their real-world implications/applications; • Demonstrated the most experience providing big data technical assistance to public agencies of differing size and locality, with over 9 project examples provided in the SCAG region alone; • Demonstrated extensive experience using and operating both StreetLight InSight and Citian (as requested in the RFP), but also can provide on-call access to up to 17 additional big data platforms including INRIX, Replica, GeoTab, Remix, Swiftly, and others; • On-call access to a vast portfolio of big data platforms is what makes this proposal the strongest of the others; • Budget (hours per task) and schedule (specifically the amount of time allocated for Task 4) are the most aligned with SCAG’s vision for the program; • Proposed a strong safety-specific subject matter expert, subconsultant Safe Streets Research & Consulting, to oversee the Safety and Predictive Modeling case studies component of the program; and • Proposed the most qualified team with sufficient time commitment, specifically for the Project Manager. <p>Although other firms proposed lower prices, the PRC did not recommend those firms for contract award because those firms:</p> <ul style="list-style-type: none"> • Did not allocate sufficient staff time for tasks 2 and 4 to complete the tasks in this SOW satisfactorily; and • Only provided access to one big data platform – Replica – rather than a portfolio of on-call platforms outlined in the selected consultant’s proposal. 								

**Conflict of Interest (COI) Form - Attachment
For March, 6, 2025 Regional Council Approval**

Approve Contract No. 25-017-C01 in an amount not to exceed \$580,545 with Fehr & Peers to implement a big data technical assistance program. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Fehr & Peers (prime consultant)	No - form attached
WSP USA (subconsultant)	Yes - form attached
Safe Streets Research & Consulting (subconsultant)	No - form attached

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM

Fehr & Peers

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-017

RFP No./Contract No. RFP No. 25-017

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Fehr & Peers

Name of Preparer: Sarah Brandenburg

Project Title: Transportation Data Analysis Technical Assistance Program

RFP Number: RFP No. 25-017 **Date Submitted:** 12/30/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM

Fehr & Peers

Attachment 6

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM

Fehr & Peers

Attachment 6

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Sarah Brandenburg, hereby declare that I am the (position or title) Vice President of (firm name) Fehr & Peers, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/17/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 12/17/2024 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM
 Safe Streets Research

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-017

RFP No./Contract No. 25-017

SECTION I: INSTRUCTIONS

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

Name of Firm: Safe Streets Research & Consulting

Name of Preparer: Jessica Schoner, PhD

Project Title: Transportation Data Analysis Technical Assistance Program

RFP Number: 25-017 **Date Submitted:** 12/16/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM
Safe Streets Research

Attachment 6

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM

Safe Streets Research

Attachment 6

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Jessica Schoner, hereby declare that I am the (position or title) Vice President of (firm name) Safe Streets Research & Consulting, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/16/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Jessica Schoner _____ 2024-12-16 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM
WSP

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 25-017

RFP No./Contract No. No. 25-017

SECTION I: INSTRUCTIONS

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

Name of Firm: WSP USA Inc.

Name of Preparer: Tara Lake

Project Title: Senior Vice President

RFP Number: No. 25-017 **Date Submitted:** 12/30/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract 25-017-C01 Conflict of Interest Forms (Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis

ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM

WSP

Attachment 6

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

**ATTACHMENT 6: SCAG CONFLICT OF INTEREST FORM
WSP**

Attachment 6

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

* **YES** **NO** *WSP USA Inc. has never given gifts to any current employee or member. Please see attached listing of political contributions.

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

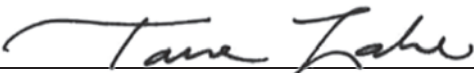
Name	Date	Dollar Value
See Attachment A		

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Tara Lake, hereby declare that I am the (position or title) Senior Vice President of (firm name) WSP USA Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12/13/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 12/13/2024
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

Attachment A

Contribution Made By	Recipient	Political Contributio Made in Support of Candidacy For	Date	Amount
Parsons Brinckerhoff, Inc.	Karen Bass	State Assembly	6/26/2008	250.00
Parsons Brinckerhoff, Inc.	Curran Price	State Senate	4/20/2009	200.00
Parsons Brinckerhoff, Inc. PAC	Karen Bass	US House Candidate	4/28/2010	1,000.00
Parsons Brinckerhoff, Inc.	Curran Price	State Senate	5/14/2010	250.00
Parsons Brinckerhoff, Inc. PAC	Karen Bass	US House Candidate	5/24/2010	1,000.00
Parsons Brinckerhoff, Inc.	Curran Price	State Senate	7/20/2011	1,000.00
Parsons Brinckerhoff, Inc.	Curren Price	City Council, Los Angeles, CA	4/19/2013	700.00
Parsons Brinckerhoff, Inc.	Dennis Michael	Mayor, Rancho Cucamonga, CA	10/21/2013	500.00
Parsons Brinckerhoff, Inc.	Alan Wapner	City Council, Ontario, CA	6/4/2014	250.00
Parsons Brinckerhoff, Inc.	Dennis Michael	Mayor, Rancho Cucamonga, CA	8/28/2014	500.00
Parsons Brinckerhoff, Inc.	Alan Wapner	City Council, Ontario, CA	2/15/2015	1,000.00
Parsons Brinckerhoff, Inc.	Alan Wapner	City Council, Ontario, CA	2/11/2016	1,000.00
Parsons Brinckerhoff, Inc.	Thomas Wong	Municipal Water Board, San Gabriel Valley, CA	7/12/2016	99.00
Parsons Brinckerhoff, Inc.	Acquanetta Warren	Mayor, Fontana, CA	7/15/2016	500.00
Parsons Brinckerhoff, Inc.	Monica Rodriguez	City Council, District 7, Los Angeles, CA	2/22/2017	250.00
WSP USA Inc.	Karen Spiegel	Supervisor, District 2, Riverside County, CA	5/15/2017	1,000.00
WSP USA Inc.	Alan Wapner	City Council, Ontario, CA	7/19/2017	1,000.00
WSP USA Inc.	Don Wagner	Supervisor, Orange County, CA	9/12/2019	500.00
WSP USA Inc.	Don Wagner	Supervisor, Orange County, CA	1/29/2020	200.00

*Note that effective May 1, 2017, Parsons Brinckerhoff, Inc. changed its name to WSP USA Inc. The name of the firm at the time the contribution was made is listed above. WSP USA Inc. campaign contribution records only go back to 2007.



AGENDA ITEM 6

REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Early Legislative Bills - Support

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends a support position on Senate Bill (SB) 71 (Wiener), SB 233 (Seyarto), SB 239 (Arreguin), and Assembly Bill (AB) 259 (Rubio).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At their meeting on February 18, 2025, members of the Legislative/ Communications and Membership Committee (LCMC) received a report on four bills that relate to regional housing allocation, CEQA exemptions, and teleconferencing. After the report, committee members voted to forward a support recommendation for SB 71 (Wiener), SB 233 (Seyarto), SB 239 (Arreguin), and AB 259 (Rubio) to the Regional Council (RC).

BACKGROUND:

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Of these, staff presented four to the LCMC at its meeting on February 18, 2025, with a recommendation to support. Following the presentation, the LCMC voted to recommend the RC adopt support positions for SB 71 (Wiener), SB 233 (Seyarto), SB 239 (Arreguin), and AB 259 (Rubio).

Summaries of all four bills are included below.

The LCMC recommends SUPPORT for the following four legislative bills:

Bill: SB 71 **Author:** Senator Scott Wiener (D-San Francisco)

Title: California Environmental Quality Act: exemptions: transit projects.

Status: Referred to Committees on Environmental Quality and Transportation

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB71

This bill would make CEQA exemptions implemented by SB 922 (Wiener, 2022) permanent for specified active transportation and transit related projects. Since the implementation of SB 922, several transportation projects have benefited from CEQA exemption. In the SCAG region, projects that have benefited include:

- City of Los Angeles Venice Boulevard Safety and Mobility Project, which installed new crosswalks, upgraded signals, parking-protected bike lanes, and a 24-hour dedicated bus lane
- City of Pasadena Union Street Protected Bikeway, which installed a new two-way protected bike lane

Extending the CEQA exemptions provided by SB 922 through SB 71 would continue to provide a tool for cities, counties, and transit agencies to accelerate the construction of sustainable transportation projects. Additionally, SB 71 is consistent with legislative principles adopted by the Regional Council to support CEQA reform to expedite and streamline both project development and delivery.

SCAG's Regional Council adopted a support position on SB 922 (Wiener) on Thursday, March 3, 2022. SB 71 (Wiener) is co-sponsored by the California Transit Association, SPUR, Bay Area Council, LA Metro, and the City and County of San Francisco.

Bill: SB 233 **Author:** Senator Kelly Seyarto (R-Murrieta)

Title: Regional housing need: determination: consultation with councils of government

Status: Referred to Committee on Housing

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB233

This bill would require the Department of Housing and Community Development (HCD) to meet with councils of government (COGs) regarding regional housing need methodology at least 38 months prior to the scheduled revision of the housing element. Under current law, HCD requires HCD to provide a regional determination to a COG at least 26 months before a housing element due date. As such, SB 233 would provide an additional 12 months for COGs to begin working on the Regional Housing Needs Allocation (RHNA) process.

SB 233 was inspired by recommendation number 5 from SCAG's "RHNA Reform Recommendations" adopted by the Regional Council on Thursday, September 7, 2023, which states:

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.

This bill would apply to all jurisdictions statewide for their 7th cycle RHNA with the exception of the Humboldt County Association of Governments, the Lake Area Planning Council, the Mendocino Council of Governments, the San Luis Obispo Council of Governments, and the San Diego Association of Governments, as their 7th cycle has already begun. It will then be applicable to all jurisdictions for the 8th and all subsequent cycles.

Bill: SB 239 **Author:** Senator Jesse Arreguin (D-Berkeley)

Title: Open meetings: teleconferencing: subsidiary body

Status: Referred to Committee on Local Government and Judiciary

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB239

This bill would allow a subsidiary body of a local agency to teleconference its meetings without having to notice and make publicly accessible each teleconference location or have at least a quorum participated from locations within the boundaries of the agency. To use this flexibility, subsidiary bodies must, among other requirements, designate a primary physical meeting location in the notice of the meeting at which the public may physically attend, observe, hear, and participate, with at least one staff member from the local agency present at the location during the meeting.

A “subsidiary body” is defined as:

- An advisory body that meets the Brown Act’s definition of a legislative body
- Serves exclusively in an advisory capacity
- Is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements

SB 239 is a reintroduction of AB 817 (Pacheco) from last year, which was co-sponsored by CalCities and CSAC, among others and has retained all the same sponsors.

Bill: AB 259 **Author:** Assemblymember Blanca Rubio (D-West Covina)

Title: Open meetings: local agencies: teleconferences

Status: Referred to Committee on Local Government

Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB259

This bill would remove the sunset date and make permanent Brown Act exemptions provided by AB 2449 (Rubio, Blanca 2022), which allowed members of a legislative body of a local agency to use teleconferencing without identifying each teleconference location in the notice and agenda of the

meeting, and without making each teleconference location accessible to the public, under specified conditions. This includes the need to identify a “just cause” or “emergency circumstance” by the member of the legislative body wishing to use the exemption, which cannot be used more than three consecutive months or 20% of the regular meetings for the agency within a calendar year, or more than two meetings if the legislative body regularly meets fewer than 10 times per calendar year.

SCAG’s Regional Council adopted a “support” position on AB 2449 at the Regional Council meeting on Thursday, April 7, 2022.

Prior Committee Action:

Following a presentation from staff, the LCMC voted unanimously to recommend the RC adopt support positions on SB 71 (Wiener), SB 233 (Seyarto), SB 239 (Arreguin), and AB 259 (Rubio).

FISCAL IMPACT:

Work associated with the Early Legislative Bills – Support is in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. SB 71 - 922 Sunset Removal Fact Sheet 1.29.25
2. SB-233 Fact Sheet-Earlier RHNA Allocations



Senator Scott Wiener, 11th Senate District

Senate Bill 71 – Jumpstarting Sustainable Transportation

SUMMARY

SB 71 will make permanent the statutory California Environmental Quality Act (CEQA) exemptions for transit & active transportation projects that significantly advance the state’s climate, safety, and public health goals, while improving access and mobility options. SB 71 will also make clarifying changes to existing law and provide CEQA exemption parity between ferry and other transit modes. This bill helps California build the infrastructure it needs faster and cheaper, showing that California can bring critical projects online by removing red tape.

BACKGROUND/EXISTING LAW

The transportation sector is the largest contributor to greenhouse gas emissions (38%) in the state, making the need for clean, sustainable transportation projects critical. Prior to establishment of the statutory exemptions, these projects cost more and took longer to construct, in part due to the regulatory and legal challenges under CEQA.

In 2020, the California Legislature and Governor Newsom enacted Senate Bill 288 (Wiener), which introduced a series of statutory CEQA exemptions for sustainable transportation projects.

In 2022, the Legislature and Governor extended the exemption provided by SB 288 through 2029 (SB 922, Wiener). Assembly Bill 2503 (Lee, 2024) expanded the exemption to include zero-emission rail projects.

In summary, under current law, the following projects are eligible for CEQA exemptions through January 1, 2030:

- Pedestrian or bicycle facilities like sidewalks or bike lanes
- Transit priority projects like bus-only lanes and transit signal priority

- Bus rapid transit (BRT) and other bus projects – including stations
- Light rail and other passenger rail projects – including stations – within public rights-of-way
- Zero emission transit vehicle infrastructure projects, including zero-emissions ferry charging infrastructure
- Converting general purpose lanes to carpool lanes or bus-only lanes, or converting highway shoulders to part-time transit lanes
- Planning decisions to reduce or eliminate minimum parking requirements, remove or restrict parking, or implement transportation demand management programs

PROBLEM

CEQA requires state and local agencies to evaluate and disclose the significant environmental impacts of projects they approve, and to avoid or mitigate those impacts if possible. The evaluation is the basis for many state and local approvals needed to deliver a variety of projects. CEQA is a critically important law for protecting people and the environment from harmful projects, such as refineries that pollute natural resources and jeopardize health, especially for historically marginalized and underserved populations.

However, not all projects are alike. Some projects, such as sidewalks, rapid bus lanes, protected bicycle lanes, signal modifications, and public transit are beneficial to people and the environment. Unfortunately, CEQA studies, appeals, and litigation have regularly entangled projects in lengthy and costly delays.

Since 2021, SB 288 and SB 922 have made a tremendously positive impact by helping local agencies deliver 92 common-sense, sustainable

Attachment: SB 71 - 922 Sunset Removal Fact Sheet 1.29.25 (Early Legislative Bills - Support)

transportation projects more quickly and cost effectively than they could have without the exemption, affirming the value of the exemption. As the 2029 sunset date approaches, fewer jurisdictions and transit agencies will use the exemption to expedite larger capital projects without the predictability of the exemption continuing.

Additionally, some cleanup of the law is needed to clarify how project cost thresholds are calculated, and some transit modes and projects like bus shelters do not fully benefit from the exemption.

SOLUTION

SB 71 removes the SB 922 sunset date to make this highly effective law permanent, directs project cost thresholds in the law to be adjusted for inflation, specifies when project cost should be calculated to determine exemption eligibility, and clarifies that the following project types are also eligible for the exemption:

- Bus shelters and lighting
- Shuttle and ferry service and terminal projects
- Transit Comprehensive Operational Analyses (COAs)
- Transit infrastructure maintenance

SB 71 maintains SB 922’s safeguards that ensure the CEQA exemption is not misapplied to projects with detrimental impacts to vulnerable populations or the environment. Projects must:

- Be located in an existing public right of way
- Must not add new auto capacity
- Must not demolish affordable housing
- Must use a skilled and trained workforce or have a project labor agreement in place.

SB 71 also maintains SB 922’s enhanced outreach, racial equity analysis and anti-displacement requirements for projects estimated to cost over \$50 million, adjusted for inflation. All projects that have used the exemption to date comply with these guardrails.

SB 71 will ensure that projects that help the state meet its climate goals, facilitate dense urban infill development, improve access to opportunity and mobility, and support high-quality construction jobs continue, and deliver on the promise of infrastructure investment.

SUPPORT

- California Transit Association (sponsor)
- SPUR (co-sponsor)
- Bay Area Council (co-sponsor)
- LA Metro (co-sponsor)
- City and County of San Francisco

FOR MORE INFORMATION

Raayan Mohtashemi, *Legislative Aide*
Email: raayan.mohtashemi@sen.ca.gov
Phone: (916) 651-4011

SENATOR KELLY SEYARTO

Representing California's 32nd District



SB-233 Earlier RHNA Allocations

SUMMARY

SB-233 would require the Department of Housing and Community Development (HCD) to meet with councils of government (COGs) regarding regional housing need methodology at least 38 months prior to the scheduled revision of the housing element.

BACKGROUND

Current law requires local governments to periodically adopt a housing element, which is a plan to accommodate the “Regional Housing Need Allocation” (RHNA) in their community. Currently, California is in its sixth statewide housing element update cycle.

State law also requires HCD provide a regional determination to a COG at least 26 months before a housing element due date. In this 6th cycle, the Southern California Association of Governments (SCAG) staff requested HCD to provide an earlier date to have more time to coordinate the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and potentially have additional time to hear RHNA appeals. However, HCD did not fulfill this request and provided the determination in August 2019, exactly 26 months before the October 2021 housing element due date.

Concurrent with HCD’s California’s Housing Future 2040: The Next RHNA engagement initiative, SCAG launched a RHNA reform stakeholder engagement process in 2022 and 2023 which produced recommendations including a request to codify an earlier date for HCD to provide regional determinations to COGs.

Jurisdictions have historically been housing element compliant. However, this has not been true in the most recent cycles which featured numerous changes to housing element law since 2017. 122 out of 197 SCAG jurisdictions in 2022 and 105 out of 109 Bay Area jurisdictions in 2023 were out of compliance for missing their housing element deadline. As of November 26, 2024, HCD still reported an out of compliance status for 116 jurisdictions out of 539 statewide.

PROPOSAL

SB-233 will require HCD to meet with COGs regarding regional housing determination 12 months sooner in specified jurisdictions for the 7th cycle and all jurisdictions for the 8th and subsequent cycles thereafter.

FOR MORE INFORMATION

Daniel Lieber : (916) 651-4032 : Daniel.Lieber@sen.ca.gov

Attachment: SB-233 Fact Sheet-Earlier RHNA Allocations (Early Legislative Bills - Support)



AGENDA ITEM 7
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$33,000 for membership with 1) the National Association of Regional Councils (NARC) (\$30,000), with the Major Metros add-on (\$3,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its February 18, 2025, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$33,000 for membership with 1) the National Association of Regional Councils (NARC) (\$30,000), with the Major Metros add-on (\$3,000).

BACKGROUND:

Item 1: National Association of Regional Councils (NARC) + Major Metros Add-On

Type: Membership **Amount:** \$33,000

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPO) in Washington, D.C. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address various community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. NARC regularly provides solutions that positively impact American communities through effective inter-jurisdictional cooperation.

The annual dues are \$33,000, an increase of \$5,500 from last year, comprised of a \$5,000 increase to the standard dues and a \$500 increase to SCAG's Major Metros add-on, as part of our NARC membership. In December 2024, the NARC Board of Directors approved a 20 percent dues increase, the organization's first increase in seven years, which is in line with inflation over the last seven years. For SCAG, that represents a \$5,000 increase from \$25,000 to \$30,000 for the standard

membership. The additional funds from this increase will allow NARC to hire and retain high-level staff and better position the organization to continue providing support and programming to execute critical policy-related efforts. Additionally, SCAG participates in the Major Metros Roundtable, facilitated by NARC, which brings together executive directors of planning organizations from major metropolitan areas with combined populations of over one million to discuss challenges, share insights, and collaborate on policy solutions. This group is supported by voluntary supplemental dues to support the staff time NARC provides to facilitate meetings and other activities.

SCAG has been an active member of NARC for 24 years, since 2000, and recommends continuing to do so as this organization is consistent with SCAG's core responsibilities and mission. LCMC Member Alan Wapner serves as a Member of the NARC Board of Directors. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members;
- Offer high-quality learning and networking opportunities for regional organizations through events, training, and technical assistance; and,
- Participate in four policy committees: Transportation, Economic & Community Development, Public Safety, and Environment & Energy, and two working groups: Communications & Government Affairs and Fiscal Officers.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$33,000 for membership with 1) the National Association of Regional Councils (NARC) (\$30,000), with the Major Metros add-on (\$3,000) to the LCMC at its meeting on February 18, 2025. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$33,000 to retain our membership with the National Association of Regional Councils (NARC), with the Major Metros add-on, is included in the approved FY 25 General Fund budget.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
March 6, 2025

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: March 2025 State and Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

Governor Newsom Appoints Mark Tollefson as Chief Deputy Director at the California High-Speed Rail Authority

On February 4, 2025, Governor Newsom appointed Mark Tollefson, the former Undersecretary of the California State Transportation Agency, as Chief Deputy Director of the California High-Speed Rail Authority. Tollefson previously held several positions at the California Department of Finance from 2007-2019 before transitioning as Senior Counselor on Infrastructure and Fiscal Affairs in the Office of Governor Newsom in 2022. Tollefson will join the estimated \$128 billion project to build a fully electric bullet train operating from Merced to Bakersfield, which is expected to launch no earlier than 2030. Chief Deputy Director Tollefson is a University of California Davis alumni and earned his Master of Business Administration degree in Finance from California State University, Sacramento.

California Air Resources Board Withdraws Clean Air Rules

In early January, California withdrew its proposed regulation to phase out diesel trucks and mandate cleaner locomotives, expecting opposition from the Trump Administration. While the Biden Administration approved California's mandate to phase out gas-powered cars by 2035, it did not approve waivers for four diesel vehicle standards. One of the most controversial measures, the Advanced Clean Fleet rule, aimed to end the sale of new fossil-fuel trucks by 2036 and require large trucking companies to convert their fleets to electric or hydrogen models by 2042. The state also withdrew three other measures regulating emissions from diesel-powered locomotives, commercial harbor craft, and refrigeration unit engines hauled by trucks and rail cars.

Governor Newsom Issues EO to Maximize Water Storage from Upcoming Storms

Governor Newsom issued an executive order in February to help manage atmospheric rivers that brought heavy rain to the state by maximizing the diversion and storage of excess water from winter storms. This move aims to replenish groundwater and above-ground storage, especially in areas that have suffered from drought. The order builds on earlier efforts to increase water storage and broader climate preparedness strategies to address California's water challenges in the coming decades.

Furthermore, since 2019, the Governor has allocated \$1.6 billion for flood preparedness and response, part of the \$7.3 billion investment package to expand groundwater recharge through fast-tracked groundwater projects, water capture projects, modernizing infrastructure, and more.

State Insurance Department Approves \$1 Billion Assessment on Insurance Companies

On February 13, 2025, the state Insurance Department, headed by Insurance Commissioner Ricardo Lara, approved a request from the FAIR Plan to impose a \$1 billion special charge on insurance companies to ensure that the plan stays solvent after victims of the recent wildfires continue to file claims. The Fair Plan is a pool of insurers statutorily required to provide coverage to homeowners who can't find coverage elsewhere. Most homeowners with home and fire policies will likely have to pay temporary fees on their insurance bills to cover this special assessment, which is the first of its kind in more than three decades. As of February 9, 2025, the FAIR Plan had paid out more than \$900 million in claims, leaving the Plan with cash reserves of just under \$400 million as we approach the peak wildfire season. Due to new regulations recently implemented by Commissioner Lara, home and fire insurance policyholders must cover up to 50 percent of this and any future special assessments through the temporary fees added to their premiums. Previously, insurance companies would have to cover 100 percent of the special assessments but would attempt to recover their losses by increasing insurance premiums.

FEDERAL

US Senate Confirms Sean Duffy as Secretary of Transportation

On January 20, 2025, President Donald Trump appointed former Congressman Sean Duffy as Secretary of the U.S. Department of Transportation. The new Transportation Secretary was confirmed by a bipartisan vote of 77 to 22 in the Senate on January 28, 2025. While his nomination had broad bipartisan support, many Democratic Senators decided to vote against Secretary Duffy at due to the Presidential memo freezing all federal grant programs issued the night before the vote. Secretary Duffy's first act was to direct staff to reset the Corporate Average Fuel Economy (CAFÉ) standards to reduce the price of cars and eliminate former President Biden's electric vehicle mandate.

Secretary Duffy is a former Wisconsin congressman who stepped down in 2019 due to personal reasons and had previously served as a special prosecutor and the district attorney of Ashland County in northern County from 2002-2008.

U.S. Senate Confirms Lee Zeldin as Administrator of the Environmental Protection Agency

President Trump appointed former US Representative Lee Zeldin as administrator of the Environmental Protection Agency. He was officially confirmed by the Senate on January 29, 2025, by a vote of 56-42. Administrator Zeldin declared he would maintain and expand the gold standard of environmental stewardship and conservation that President Trump had outlined in his first administration.

Administrator Zeldin has a lengthy history of service, having previously served as a member of the U.S. Army's Elite 82nd Airborne Division, the youngest New York State attorney at 23, a representative in the New York State Senate from 2011-2014, and a representative in the U.S. Congress from 2015-2023.

Federal Appropriations Bill Update

On December 20, 2024, the U.S. House and Senate passed a bipartisan Continuing Resolution (CR) to extend federal spending until March 14, 2025. However, as the deadline to pass the budget or an additional CR neared, progress was derailed following the issuance of a now-rescinded Executive Order (EO) from the Trump Administration that ordered the freezing of funding for thousands of federal programs. Congress will likely need to enact another Continuing Resolution (CR) to extend federal funding and avoid a partial shutdown of the federal government. As of the writing of this report, only the House has passed 5 of its 12 appropriations bills, which include Defense, Homeland Security, Interior-Environment, Military Construction-Veterans Affairs, and State-Foreign Operations.

Secretary Sean Duffy Releases Memo Outlining Significant Changes to DOT Policies and Programs

U.S. DOT Secretary Sean Duffy has issued an order outlining the policy shifts that would aim to change transportation policy to align with the Trump Administration. The memorandum Secretary Duffy released to outline these changes, titled "Lowering Costs Through Smarter Policies, Not Ideology," details how it will block and roll back regulatory initiatives from the prior administration and focus the department on economic analysis and cost-benefit considerations in transportation policy.

Some of these changes will ensure that all Department of Transportation programs, policies, and assisted activities will redirect funding to local opportunities, prohibit recipients from imposing mask mandates, and help force local compliance with federal immigration enforcement. More information about this memo can be found in the attachments to this report.

US Department of Transportation Suspends the NEVI Program

On February 6, 2025, the Federal Highway Administration released a memo announcing the immediate suspension of the National Electric Vehicle Program (NEVI). The FHWA Office of Planning, Environment, and Realty announced it was rescinding the latest guidance document so they can update it to align with current US policy and priorities, including those outlined in the US Department of Transportation's Order, titled "Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities." While the FHWA clarified that existing contracts would be honored, this decision will put \$3 billion remaining in the program on hold until the FHWA releases new guidance, which is expected after a public comment period in the spring.

President Trump's Administration Updates NOFO and Revises RAISE to BUILD

Seventeen years since its inception, the national infrastructure investment program for non-megaprojects was again renamed following a recent amendment by the Trump Administration. Initially named the "Transportation Investment Generating Economic Recovery" (TIGER) discretionary grant program, it was changed to "Better Utilizing Investments to Leverage Development" (BUILD) in 2021, then to "Rebuilding American Infrastructure with Sustainability and Equity" (RAISE) in 2021, and then back to BUILD following the Trump Administration's recent action. This program is set to receive \$1.5 billion annually from the Infrastructure, Investments and Jobs Act (IIJA), which runs until FY2026. The Biden Administration approved \$1.47 Billion in FY25 advance appropriations to be available on January 10, 2025. Since then, the Trump Administration has reissued the remaining \$150 million of FY25 IIJA funding to align with President Trump's priorities after amending and revising the Notice of Funding Opportunity (NOFO).

Trump Administration Executive Orders Tracker

Since his inauguration, President Trump has signed over 68 executive orders (EO) regarding a wide range of issues, including transportation, public health, immigration, and education, among others. Holland & Knight, SCAG's federal lobbyists, maintain an "Executive Order Tracker," which lists and summarizes the EOs which are most relevant to local governments. The tracker is attached to this report.

Federal Notices of Funding Opportunities (NOFOs) Update

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

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



Program	Deadline	Agency
Rural and Tribal Assistance Pilot Program	April 3, 2025	Build America Bureau
Port Infrastructure Development Program (PIDP)	April 30, 2025	Maritime Administration

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Trump Administration Executive Orders Tracker
2. Trump Administration Memos and Alerts Tracker

DATE	TOPIC	NAME	DESCRIPTION	ADDITIONAL INFO
1/20/2025	Economy	Delivering Emergency Price Relief for American Families and Defeating the Cost-of-Living Crisis	Directs federal agencies to address the cost of living crisis, including addressing housing supply, eliminating "rent-seeking practices that increase healthcare costs", seeking actions that reduce the costs of home appliances, and increase jobs for American workers.	
1/20/2025	Energy	Putting America First in International Environmental Agreements	Withdrawal of United States from Paris Climate Agreement.	
1/20/2025	Energy	Unleashing American Energy	Establishes a federal energy policy agenda to establish American energy dominance through a combination of new policy actions as well as rescinding Executive Orders from the previous Administration. These actions seek to support energy exploration and production, reassess regulations that might hinder energy and economic development, revise the permitting process, promote domestic mining and processing of non-fuel minerals. Directs federal departments to immediately pause the disbursement of funds appropriated through the Inflation Reduction Act of 2022 (Public Law 117-169) or the Infrastructure Investment and Jobs Act (Public Law 117-58), including but not limited to funds for electric vehicle charging stations made available through the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program.	Since the release of this executive order, the Office of Management and Budget briefly initiated a federal funding pause which was subsequently blocked by several district courts and remains indefinitely blocked as litigation continues.
1/20/25	Energy	Temporary Withdrawal of All Areas on the Outer Continental Shelf from Offshore Wind Leasing and Review of the Federal Government's Leasing and Permitting Practices for Wind Projects	Temporarily halts all offshore wind energy within the Offshore Continental Shelf (OCS) until further notice. Aims to address concerns related to marine life, ocean currents, wind patterns, energy costs, and the fishing industry. Directs a full review of existing federal leasing and permitting practices for both onshore and offshore wind projects, citing potential legal deficiencies and environmental impacts, including effects on wildlife and national security. Instructs federal agencies not to issue new or renewed approvals, permits, leases, or loans for wind projects.	

1/20/2025	Immigration	Declaring a National Emergency at The Southern Border of the United States	Declaration of a national emergency at the Southern Border. Directs the Secretary of Defense and other military departments to support the Secretary of Homeland Security in obtaining complete operational control of the southern border through the provision of appropriate detention space, transportation (including aircraft), and other logistics services in support of civilian-controlled law enforcement operations. The Secretaries of Defense and Homeland Security shall immediately take all appropriate action, consistent with law, to construct additional physical barriers along the southern border.	
1/20/2025	Government Operations	Establishing and Implementing the President's "Department of Government Efficiency"	Renames the U.S. Digital Service as the U.S. DOGE Service (USDS), established within the Executive Office of the President (EOP). A temporary office, known as the U.S. DOGE Service Temporary Organization, is also established within the USDS to carry out President Trump's 18-month DOGE agenda and will terminate on July 4, 2026. Every federal department/agency will establish "DOGE teams" (including at least four people each) to coordinate agency work with USDS. The USDS Administrator is also directed to conduct a Software Modernization Initiative across the federal government to improve government software.	Multiple lawsuits have already been filed against DOGE (including those led by the American Federation of Government Employees, Public Citizen, the American Public Health Association, and the National Security Counselors), alleging that the entity does not comply with the Federal Advisory Committee Act (FACA).
1/20/2025	Government Operations	Return to In-Person Work	This order mandates that all executive departments and agencies work toward the elimination of remote work arrangements and require all employees to return to full-time work in-person. Department and agency heads are permitted to make exemptions deemed necessary.	

1/20/2025	Government Operations	Ending Radical and Wasteful Government DEI Programs and Preferencing	Directs the Office of Management and Budget (OMB), Attorney General, and Office of Personnel Management (OPM) to coordinate the termination of all Diversity, Equity, and Inclusion (DEI) and environmental justice programs, budgets, services, and activities within the federal government within 60 days. Such activities include federal employment practices, union contracts, and training policies/programs.	President Trump has also placed all federal DEI staff on immediate administrative leave as of 5 p.m. on January 21, as well as called for all agency DEI webpages to be removed as well.
1/21/2025	Government Operations	Ending Illegal Discrimination and Restoring Merit-Based Opportunity	Removes all “diversity,” “equity,” “equitable decision-making,” “equitable deployment of financial and technical assistance,” “advancing equity,” and like mandates, requirements, programs, or activities, as appropriate. Excise references to DEI and DEIA principles, under whatever name they may appear, from Federal acquisition, contracting, grants, and financial assistance procedures to streamline those procedures, improve speed and efficiency, lower costs, and comply with civil-rights laws. Within 120 days of this order, the Attorney General and the Secretary of Education shall jointly issue guidance to all State and local educational agencies that receive Federal funds, as well as all institutions of higher education that receive Federal grants or participate in the Federal student loan assistance program under Title IV of the Higher Education Act, 20 U.S.C. 1070 et seq., regarding the measures and practices required to comply with Students for Fair Admissions, Inc. v. President and Fellows of Harvard College.	President Trump has also issued a separate directive, entitled "Keeping Americans Safe in Aviation" to the Secretary of Transportation and FAA Administrator to rescind all DEI initiatives, particularly those in "critical safety positions" in aviation.
1/20/2025	Government Operations	Defending Women From Gender Ideology Extremism And Restoring Biological Truth To The Federal Government	Mandates federal agencies and federal employees to define sex strictly as male or female, based on biological characteristics determined at birth rather than gender identities, and end the federal funding of gender ideology. Directs the revision of federal documents, such as passports and IDs, to reflect this binary definition. Instructs the Secretary of Housing and Urban Development to prepare policies protecting women seeking single-sex rape shelters. Requires the Bureau of Prisons to revise its medical care policies to correspond with such sex-based distinctions and house inmates according to their birth sex.	

1/20/2025	Government Operations	Regulatory Freeze Pending Review	This Executive Order establishes a regulatory freeze in order to review pending and existing laws and regulations. The freeze mandates that unpublished rules be withdrawn and published rules delayed. During this postponement, the rules will be reviewed, and stakeholders will have the opportunity to provide comments on issues of fact, law, and policy raised by the rules. The Office of Management and Budget (OMB), in addition to department and agency heads appointed by the President, will oversee the review process.	
1/20/2025	Government Operations	Putting People Over Fish: Stopping Radical Environmentalism to Provide Water to Southern California	Directs the Secretaries of Commerce and the Interior to resume efforts from Trump's first administration to redirect water from the Sacramento-San Joaquin Delta to Central and Southern California. Claims to allow water to flow from the snow melt and rainwater in Northern California to beneficial use in the Central Valley and Southern California. Cites recent wildfires as evidence of the urgent need for reliable water supplies and improved vegetation management.	
1/20/2025	Immigration	Protecting the Meaning and Value of American Citizenship	(Ending Birthright Citizenship): The United States shall not issue documents or recognize United States citizenship, or accept documents issued by State, local, or other governments or authorities purporting to recognize United States citizenship, to persons: (1) when that person's mother was unlawfully present in the United States and the person's father was not a United States citizen or lawful permanent resident at the time of said person's birth, or (2) when that person's mother's presence in the United States was lawful but temporary, and the person's father was not a United States citizen or lawful permanent resident at the time of said person's birth.	Over 20 cities and states have already filed a lawsuit against this EO, including: New Jersey, Massachusetts, California, Colorado, Connecticut, Delaware, D.C., Hawaii, Maine, Maryland, Michigan, Minnesota, Nevada, New Mexico, New York, North Carolina, Rhode Island, Vermont, Wisconsin, and the City and County of San Francisco.

1/20/2025	Immigration	Securing our Borders	Directs agencies to take additional measures to strengthen the Southern Border. This includes resuming the Migrant Protection Protocols, ending the CBP One App, and terminating all categorical parole programs, including the program known as the “Processes for Cubans, Haitians, Nicaraguans, and Venezuelans.”	
1/20/2025	Immigration	Designating Cartels and Other Organizations as Foreign Terrorist Organizations and Specially Designated Global Terrorists:	This order creates a process by which certain international cartels and other organizations will be designated as Foreign Terrorist Organizations.	
1/20/2025	Immigration	Clarifying The Military’s Role in Protecting the Territorial Integrity of the United States	Directs the Secretary of Defense to revise the Unified Command Plan that assigns United States Northern Command (USNORTHCOM) the mission to seal the borders and maintain the sovereignty, territorial integrity, and security of the United States.	
1/20/2025	Immigration	Restoring The Death Penalty and Protecting Public Safety	Directs the Attorney General to pursue the death penalty for capital crimes and encourages State attorneys general and district attorneys to pursue capital punishment when applicable. The Attorney General is also instructed to pursue Federal jurisdiction and seek the death penalty regardless of other factors for every federal capital crime involving the murder of a law-enforcement officer or a capital crime committed by an alien illegally present in the United States. It also seeks to limit any hindrances to capital punishment by seeking the overruling of Supreme Court precedents which limit capital punishment authority.	
1/20/2025	Immigration	Realigning The United States Refugee Admissions Program	Suspends entry of refugees under USRAP for 90 days. Adds that State and local jurisdictions are to be granted a role in the process of determining the placement or settlement in their jurisdictions of aliens eligible to be admitted to the United States as refugees.	

1/20/2025	Immigration	Guaranteeing the States Protection Against Invasion	This order declares an “invasion” at the southern border, invokes executive powers, and restricts immigration more broadly. This order directs the Secretary of Homeland Security to allocate all legally available resources or establish contracts to construct, operate, control, or use facilities to detain removable aliens. The Secretary of Homeland Security, further, shall take all appropriate actions to ensure the detention of aliens apprehended for violations of immigration law pending the outcome of their removal proceedings or their removal to the extent permitted by law.	
1/20/2025	Immigration	Protecting the American People from Invasion	Rescinds four Biden executive orders (including ending the Immigration and Customs Enforcement prosecutorial discretion memorandum which shielded many foreign nationals from deportation). Mandates all federal law enforcement agencies assist DHS in achieving its immigration enforcement mission and directs the DHS Secretary to aggressively use expedited removal authority. Scrutinize, and potentially penalize, non-profit organizations assisting undocumented immigrants by auditing all contracts, grants or other agreements relating to federal funding received by that organization and then blocking funding, ending contracts and seeking clawbacks of that funding. Directs the Attorney General and the Secretary of Homeland Security to evaluate and undertake any lawful actions to ensure that “sanctuary” jurisdictions do not receive access to Federal funds.	Rep. LaLota (R-NY) also introduced legislation with a similar directive in the 118th Congress, entitled: “No Bailout for Sanctuary Cities Act”, and has already reintroduced it in the 119th Congress (H.R. 32).
1/20/2025	Immigration	Protecting the United States from Foreign Terrorists and Other National Security and Public Safety Threats	Directs the Secretary of State, in coordination with the Attorney General, the Secretary of Homeland Security, and the Director of National Intelligence to increase the vetting process for foreign nationals wishing to enter the United States. This includes identifying countries whose nationals cannot be vetted, and therefore warrant a partial or full suspension of admission.	

1/20/2025	Government Operations	Hiring Freeze	<p>This Executive Order freezes the hiring Federal civilian employees in the executive branch. Any Federal civilian position that is vacant at noon on January 20, 2025, may not be filled, and no new position may be created except as otherwise provided for in this Executive Order. However, this order does not apply to military personnel of the armed forces or to positions related to immigration enforcement, national security, or public safety, and nothing in this order shall adversely impact the provision of Social Security, Medicare, or Veterans' benefits. Within 90 days of the issue of this order, Director of the Office of Management and Budget (OMB), in consultation with the Director of OPM and the Administrator of the United States DOGE Service (USDS) will submit a plan to reduce the size of the federal workforce, and once the plan is released, the order shall expire for all executive departments and agencies, except the Internal Revenue Service (IRS). This order does not limit the nomination and appointment of officials by the President and the Senate as well as the appointment to various non-career positions.</p>	
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1/20/2025	Government Operations	Initial Rescissions of Harmful Executive Orders and Actions	<p>Rescinds President Biden executive orders. Those most relevant to local governments include:</p> <ul style="list-style-type: none"> - Ending DOJ's contracts with private prisons. - Establishment of the Interagency Task Force on the Reunification of Families - Rebuilding and enhancing programs to resettle refugees and planning for the impact of climate change on migration - Establishment of the White House Office of Faith-Based and Neighborhood Partnerships - Establishment of the White House Gender Policy Council - Guaranteeing an educational environment free from discrimination on the basis of sex, including sexual orientation or gender identity - Establishment of the Climate Change Support Office - White House Initiative on Advancing Educational Equity, Excellence, and Economic Opportunity for Hispanics - White House Initiative on Advancing Educational Equity, Excellence, and Economic Opportunity for Black Americans - Implementation of the Infrastructure Investment and Jobs Act - Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability - Implementation of the Energy and Infrastructure Provisions of the Inflation Reduction Act of 2022 - Revitalizing Our Nation's Commitment to Environmental Justice for All 	
1/23/2025	Technology	Removing Barriers to American Leadership in Artificial Intelligence	<p>This executive order calls for the development of an "Artificial Intelligence (AI) Action Plan" to establish a policy agenda to ensure the U.S. maintains and strengthens its global AI dominance. It aims to promote economic competitiveness, bolster national security and prioritize AI systems free from "ideological bias and engineered social agendas." The order directs White House officials to review and modify or revoke existing policies and directives that inhibit AI innovation and leadership. The order follows an executive order issued by the Trump Administration on Jan. 20, 2025, rescinding the Biden Administration's Executive Order 14110 of Oct. 30, 2023 (Safe, Secure, and Trustworthy Development and Use of Artificial Intelligence) (the Biden AI EO).</p>	

1/24/2025	Emergency Response	Council to Assess the Federal Emergency Management Agency	This executive order establishes the Federal Emergency Management Agency (FEMA) Review Council to assess and recommend operations, efficacy, and impartiality improvements to disaster response. Recent disasters such as Hurricane Helene exposed shortcomings in FEMA's ability to provide timely and equitable aid despite significant federal spending. Key objectives include evaluating FEMA's effectiveness, analyzing federal-state dynamics, and identifying reform opportunities. The council will include up to 20 members chaired by the Secretaries of Defense and Homeland Security and submit a detailed report on potential FEMA reforms to the President within 180 days of its first meeting.	
1/30/2025	Public Safety	Immediate Assessment of Aviation Safety	This memorandum directs the Secretary of Transportation and Federal Aviation Administration (FAA) Administrator to review all hiring decisions and changes to aviation safety standards and protocols made during the Biden Administration and take "corrective action", including replacement of individuals who do not "meet qualification standards."	This memorandum was sent following the crash between a commercial aircraft and military helicopter near Ronald Reagan Washington National Airport on Wednesday, January 29.
2/6/2025	Government Operations	Advancing United States Interests When Funding Nongovernmental Organizations	Directs the heads of executive departments and agencies agencies to review all funding that agencies provide to NGOs.	

DATE	AGENCY	NAME	DESCRIPTION	ADDITIONAL INFO
1/29/2025	Department of Transportation	Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies Programs and Activities	This order emphasizes that under the Trump Administration, DOT will be committed to rigorous economic analysis in policymaking, particularly in grantmaking, lending and regulatory actions. This is described by the new administration as a shift to a traditional cost-benefit approach where decisions are primarily justified based on economic efficiency rather than broader social or environmental considerations. A particularly consequential aspect of the Order is the directive for DOT to review and unilaterally amend the terms and conditions of existing grant agreements, loan agreements and contracts where legally permissible. This order also adds new economic evaluation criteria to guide DOT grant evaluation.	H&K Alert
1/29/2025	Department of Transportation	Implementation of Executive Orders Addressing Energy Climate Change Diversity and Gender	This memo directs all Secretarial Officers and Heads of Operating Administrations to identify and eliminate all Biden-era programs, policies, activities, rules, and orders that promote climate change activism, Diversity, Equity, and Inclusion (DEI) initiatives, racial equity, gender identity policies, environmental justice, and other Biden-era objectives.	H&K Alert
1/20/2025	Department of Justice	Sanctuary Jurisdiction Directives	This memo orders the Department of Justice to pause all DOJ funds to sanctuary jurisdictions until a review has been completed. The Attorney general also ordered the DOJ to evaluate all existing grant agreements with nongovernmental organizations that provide support to undocumented residents.	POLITICO Analysis

2/6/2025	Department of Energy	DOE Funding Pause Update	Pursuant to the temporary restraining orders (TROs) and administration guidance posted to the U.S. Department of Energy (DOE) website, federal agencies, including the DOE, are prohibited from pausing or freezing funds or from terminating awards or obligations based on the OMB memorandum and EOs, including Unleashing American Energy. Importantly, there is no such prohibition on DOE's ability to exercise agency statutory and regulatory discretion, which in many instances is broad.	
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AGENDA ITEM 9
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in January 2025:

Vendor	Description	Amount
KEY CODE MEDIA INC DBA BURST COMM.	FY25 VIDEO WALL/WAYFINDER DISPLAY	\$16,871
DP TRADING DBA THE PIN CENTER	FY25 GA COMMEMORATIVE COIN	\$8,290

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

Consultant/Contract No.	Description	Amount
Devonshire Associates Ltd. 25-010-C01	This project will provide SCAG with an employment database for the development of small-area employment estimates and projections. The data will also be used for economic development analyses and transportation corridor studies.	\$37,500



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

Consultant/Contract No.	Description	Amount
Cherry Bekaert Advisory, LLC 24-045-C01, Amendment 1	The consultant will continue to assist staff in developing the annual Indirect Cost Rate Proposal/Indirect Cost Allocation Plan in compliance with federal rules and regulations.	\$25,490

ATTACHMENT(S):

1. Contract 25-010-C01 Summary - Info
2. Contract 24-045-C01 A01 Summary - Info

CONSULTANT CONTRACT NO. 25-010-C01

Recommended Consultant:	Devonshire Associates Ltd.	
Background & Scope of Work:	<p>The employment database is crucial to meet SCAG’s goal of being the central source of data and information for the Southern California Region. This database plays an integral part in meeting our employment data needs by place of work for all employment sites in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The data will be used to estimate employment by different sectors at transportation analysis zones in the region.</p> <p>SCAG will use the employment database for the development of small-area employment estimates and projections. The data will also be used for economic development analyses and transportation corridor studies and will serve as a primary input to our regional transportation and land use modeling efforts.</p>	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Aid in the development of small-area employment estimates and forecasts; • Provide valuable information needed for the economic development analyses and transportation corridor analyses; and • Provide critical elements such as data by company name, location, industry code, and employment. 	
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	\$37,500
	Devonshire Associates Ltd. (prime consultant)	\$37,500
Contract Period:	January 2, 2025 – January 1, 2026	
Project Number(s):	055-0704E.02 – Transportation Development Act (TDA) Funds	
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals: Cheol-Ho Lee, Senior Modeler, SCAG John Cho, Senior Modeler, SCAG Tom Vo, Principal Regional Planner, SCAG Xuanye Zuo, Associate Modeler, SCAG</p>	

Attachment: Contract 25-010-C01 Summary - Info (Purchase Orders, Contracts and Contract Amendments below Regional Council's Approval

Basis for Selection:	<p>The PRC recommended Devonshire Associates Ltd for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Provided the best technical approach. Based on the described methods to collect the firm information and to adjust the data, the consultant has experience and capabilities to complete the employment database; • Provided the best high-quality sample data and statistics of the data. Based on the sample data and the descriptive statistics provided by the consultant, the quality of data meets our expectations and requirements. The fill rate of most of the fields are 100%, especially, number of employees and location information, which also meets our expectation and requirements; • Collected the employer information from various sources, with the sources and methods clearly described in the proposal; and • Proposed the lowest price.
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CONSULTANT CONTRACT NO. 24-045-C01 AMENDMENT NO. 01

Consultant:	Cherry Bekaert Advisory, LLC						
Background & Scope of Work:	<p>On August 28, 2024, SCAG awarded Contract 24-045-C01 to Cherry Bekaert Advisory, LLC to provide an Indirect Cost Rate Proposal/Indirect Cost Allocation Plan (ICRP/ICAP) to aid in the recovery of indirect costs related to grants and direct activities, as well as fringe benefits costs related to all activities. The ICRP/ICAP allocates all indirect costs, using the salaries and fringe benefits as a base, to all SCAG direct cost activities in, including but not limited to, Overall Work Program (OWP) Budget, Transportation Development Act (TDA) Budget, General Fund (GF) Budget, and other direct Budget Programs. The fringe benefits costs are allocated to all SCAG activities.</p> <p>The Consultant will assist staff in preparing the ICRP/ICAP in compliance with 2 CFR Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards) as well as rules and regulations by appropriate federal cognizant and state agencies. The Consultant will also act as advisory role in providing expertise knowledge in determining the eligibility, strategies and procedures that may help recover the indirect costs more effectively.</p> <p>This amendment extends the contract term from 6/30/25 to 6/30/26 and increases the contract value from \$25,490 to \$50,890 (\$25,490).</p>						
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Development of the ICRP/ICAP including calculation of the carryforward; • Negotiation of the ICRP/ICAP with SCAG's federal cognizant agency; • Implementation of the ICRP/ICAP, training sessions and monitoring of the recoveries; • Technical guidance and advisory support for eligibility and allowability of the indirect costs and fringe benefits costs; and • Resources and technical assistance provided for potential audit work. 						
Strategic Plan:	This item supports SCAG's Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.						
Amendment Amount:	<table border="0" style="width: 100%;"> <tr> <td>Amendment 1</td> <td align="right">\$25,490</td> </tr> <tr> <td>Original contract value</td> <td align="right"><u>\$25,490</u></td> </tr> <tr> <td>Total contract value is not to exceed</td> <td align="right">\$50,890</td> </tr> </table>	Amendment 1	\$25,490	Original contract value	<u>\$25,490</u>	Total contract value is not to exceed	\$50,890
Amendment 1	\$25,490						
Original contract value	<u>\$25,490</u>						
Total contract value is not to exceed	\$50,890						
Contract Period:	June 30, 2025 through June 30, 2026						
Project Number:	<p>\$50,980 810-0120.12 – Indirect Cost Program</p> <p>Funding of \$25,490 is available in the Fiscal Year (FY) 2024-25 Indirect Cost Program Budget in Project Number 810-0120.12 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>						
Basis for the Amendment:	Indirect Cost Rate Proposal/Indirect Cost Allocation Plan (ICRP/ICAP) is a critical document for SCAG to be able to recover indirect costs related to grants and direct						

Attachment: Contract 24-045-C01 A01 Summary - Info (Purchase Orders, Contracts and Contract Amendments below Regional Council's

	<p>activities as well as fringe benefits costs related to all activities. The ICRP/ICAP is subject to the federal government and Caltrans' review and approval process, and it is required to be developed on annual basis.</p> <p>This amendment extends the period of performance by another year and supports development of FY 2026-27 ICRP/ICAP. Without this amendment, SCAG may risk the ability to recover indirect costs and fringe benefits costs in a timely manner which will impact the operational continuity.</p>
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AGENDA ITEM 10
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues

As of January 31, 2025, 188 cities, six counties, seven commissions, and 11 tribal governments have paid their Fiscal Year (FY) 2024-2025 membership dues. SCAG has collected \$2.73 million out of \$2.76 million billed. This represents 98.84% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of January 31, 2025, SCAG has invested \$20.18 million in the LAIF account and has earned \$577,041.65 in interest income. The interest earnings are distributed on a quarterly basis with an average interest rate of 4.37%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of January 31, 2025, SCAG has invested \$43.15 million in the Money Market Account and has earned \$1319,563.29, in interest income

BUDGET & GRANTS (B&G):

On January 30, 2025, staff submitted the FY 2024-25 2nd Quarter Overall Work Program (OWP) Progress Report to Caltrans. The expenditures reported for the period of July to December 2024 are approximately \$10.47 million or 36% of the CPG and SB1 funding that were included in the FY 2024-25 OWP Amendment 01 Budget.



During the month of February 2025, staff focused on refining and finalizing the FY 2025-26 Draft Comprehensive Budget. The draft budget is being presented to the Executive/Administration Committee (EAC) and Regional Council (RC) in March 2025. Staff also analyzed requested budget changes for Amendment 2 to the FY 2024-25 Comprehensive Budget including the Overall Work Program (OWP). The FY 2024-25 Comprehensive Budget Amendment 2 will be presented to the EAC and RC in April 2025.

CONTRACTS ADMINISTRATION:

In January 2025, the Contracts Administration Department staff supported 17 formal procurements and 184 active contracts for professional services. In this month's consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports executing one contract and one contract amendment and issuing two purchase orders above \$5,000 to support ongoing business operations.



To: Regional Council (RC)

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

Subject: Business Report – March 6, 2025

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

1. **GLUE Council** meetings were postponed last month due to fire recovery efforts by both the public and private sectors.
2. **Economy.** Inflation is back at 3% in January and the Fed set aside plans to make further rate cuts this year since much of the price hikes were due to consumers and businesses anticipating tariffs proposed by the President. 10% of 47 economists on a panel compiled by consulting firm WoltersKluwel expect a rate cut at the Fed's March meeting, and 80% say tariffs will provide "a significant boost" to U.S. inflation. The Fed's pause means that borrowing costs for consumers, including mortgages, auto loans, and credit cards won't be dropping anytime soon. To mitigate likely supply chain disruptions, businesses are searching for alternative sources to reduce reliance on countries subject to tariffs. To mitigate likely increased materials costs, businesses are trying to improve efficiencies and look to innovative technologies.
3. **Transportation.** **The Trump administration is targeting California's gas car ban.** EPA administrator Lee Zeldin wants Congress to overturn a Biden-era waiver on emissions standards that one state with stricter emission standards should not be able to upend the nation's auto industry. More info: [Gas car ban.](#)

[As SCAG looks to secure funding from the Feds, consider reframing the usual "asks" in terms important to the new administration, such as "investment in traditional infrastructure, deregulation, public private partnerships, privatization, and a pro-business stance."](#)

4. Southern California Housing Notes from Randall Lewis.

- The new home market typically slows down from Thanksgiving until the Super Bowl and the next six to eight weeks are the start of the real selling season. So far, the last two weeks have seen a slight increase in traffic and sales, but nothing dramatic. It appears that new homes sales and starts will be okay but nothing special this year.
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- Most experts believe that inflation will be more pronounced in building costs than the general rate of inflation overall. This will come from tariffs, reduced labor forces because of deportation, and a lack of investment in new capacity from manufacturing.
- Interest rates have remained stubbornly high for financing new developments leading to ~7% mortgage rates and the new supply of apartments that will be started will be lower than hoped for. These high interest rates will likely keep many potential homebuyers on the sidelines.
- The bottom line is that the new home market will be okay this coming year, but not strong and apartments construction will be way lower than it should be to meet the demand. Cities need to work with their builders and developers to continue to find ways to deal with these cost pressures.

5. **New California Housing and Homelessness Agency?** Included in part of the Governor’s January budget proposal to the legislature teases a big vision for housing: replacing the Business, Consumer Services and Housing Agency with a more integrated and effective framework for addressing housing and homelessness challenges. It would oversee all existing housing entities and lead the state’s response on aligning housing policies with transportation, climate change and community planning.

A thoughtful op-ed by former HCD Director, Ben Metcalf, now with the Turner Center for Housing Innovation at UC Berkeley [here](#). Business and housing leaders have long argued that California’s housing and climate policies are not aligned for either to succeed.

6. **New Research Impacting SCAG Priorities.**

- **Electricity Rates.** In an effort to ensure that Governor Gavin Newsom and legislative leaders have the complete data necessary to make informed decisions to address the state’s ongoing electricity cost crisis, the California Business Roundtable, using data from its sister organization the Center for Jobs and the Economy, [sent a letter to legislators and the governor outlining the policies that have significantly driven up the state’s electricity rates](#). According to the analysis provided in the letter, 40.0% of what Californians pay for electricity stems from state-imposed taxes, fees, and policy-driven costs. For middle-range customers who do not receive low-income assistance or solar subsidies, these costs climb to a staggering 42.4% of their monthly bill.
- **Bad Climate for Housing.** Another blistering report from environmental lawyer, Jennifer Hernandez, Holland & Knight, on how California’s climate policies have resulted in sacrificing the California Dream of affordable homeownership for its residents. *“Attempting to reduce carbon emissions by mandating infill housing and curtailing mobility was a fundamental error*

that inflicted the most pain on those least able to absorb it.”
<https://www.chapman.edu/communication/demographics-policy/bad-climate-for-housing.pdf>.

- **California Coastal Commission—Further Evidence of Needed Reform Beyond Fire Areas.** In light of the Governor’s recent executive order limiting the role of the California Coastal Commission in the Pacific Palisades and Malibu rebuilding efforts, a new report by Pacific Legal Foundation may be of interest to public leaders in the coastal zone for other SCAG cities. When Commission officials appeal building permits to themselves—after they’ve been approved by local government—the Commission found “substantial issue” with an astonishing 97.1% of permits.

From the report: “The California Coastal Commission is an independent, quasi-judicial state agency that regulates development within California’s 1.5-million-acre coastal zone, an area that is home to roughly half of all Californians. Although building decisions within this zone are generally the purview of local governments, for many permits, any two commissioners can appeal the local approval to the whole commission for consideration. This practice presents a conflict of interest and an opportunity for the commission to abuse its authority when selecting individual land use permits to appeal and overrule unilaterally.

Although the commission finds a substantial issue with fewer than half of the permits appealed by non-commissioners, it almost always finds a substantial issue with the permits it appeals to itself. Such a finding allows the commission to take full control of a local permit’s fate without any time constraint on when it must issue a final decision, leading to delays and increased costs for property owners—if not total denial of the project—often after years of work, tens or hundreds of thousands of dollars in permitting fees and compliance costs, and prior approval from the local government.”

This research in brief explores the California Coastal Commission’s expanding role in regulating land use within the coastal zone through its permit appeals process. The commission’s appealing of local decision-making has implications for housing and land use on the California coast. California has a severe housing shortage, and the crisis is amplified in the coastal zone, pushing people further inland and increasing both housing demand and prices throughout California. <https://pacificlegal.org/land-use-permitting-and-the-california-coastal-commission/>