



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. 662

REGIONAL COUNCIL

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

Thursday, February 1, 2024

12:00 p.m. – 2:00 p.m.

To Attend In-Person:

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

To Watch or View Only:

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To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 878 8098 7264

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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>.

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To Attend by Computer: Click the following link: <https://scag.zoom.us/j/87880987264>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 878 8098 7264**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, January 31, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, January 31, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

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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TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Asleigh Aitken City of Anaheim - City Hall 200 S Anaheim Boulevard 7th Floor Anaheim, CA 92805</p>	<p>Valerie Amezcua City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p>Elizabeth Becerra City of Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>
<p>Drew Boyles City of El Segundo - City Hall 350 Main Street Council Chambers El Segundo, CA 90245</p>	<p>Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p>
<p>Lucy Dunn City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Keith Eich 4821 Daleridge Road La Canada Flintridge, CA 91011</p>	<p>Claudia Frometa City of Downey - City Hall 11111 Brookshire Avenue Council Conference Room Downey, CA 90241</p>
<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Mark E. Henderson SBCCOG, Environmental Services Center 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>	<p>Joe Kalmick City of Seal Beach - City Hall 211 8th Street Council Chambers Seal Beach, CA 90740</p>
<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Kathleen Kelly 46-100 Burroweed Lane Palm Desert, CA 92260</p>	<p>Tammy Kim Irvine Civic Center 1 Civic Center Plaza Irvine, CA 92623</p>
<p>Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>	<p>Linda Krupa City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543</p>	<p>Patricia Lock Dawson City of Riverside - City hall 3900 Main Street 7th Floor Conference Room Riverside, CA 92522</p>
<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009</p>	<p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Steve Manos 53180 Odyssey Street Lake Elsinore, CA 92532</p>



REGIONAL COUNCIL AGENDA

<p>Casey McKeon Heslin Holdings 23421 South Pointe Drive, Suite 270 Laguna Hills, CA 92653</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>
<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>	<p>Gil Rebolgar SCAG Imperial County Regional Office 1503 N. Imperial Avenue Suite 104 El Centro, CA 92243</p>	<p>Deborah Robertson City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376</p>
<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>	<p>Ali Saleh City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>	<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Councilmember Office Temecula CA, 92590</p>
<p>David J. Shapiro City of Calabasas – City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p>José Luis Solache City of Lynwood - City Hall Annex Conference Room 11330 Bullis Road Lynwood, CA 90262</p>	<p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street Room 856 / 8th Floor Los Angeles, CA 90012</p>
<p>Steve Tye City of Diamond Bar - City Hall 21810 Copley Drive Grand Conference Room Diamond Bar, CA91765</p>		

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



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1. **Hon. Art Brown**
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3. **Hon. Cindy Allen**
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5. **Hon. Ashleigh Aitken**
OCTA Representative
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12. **Hon. Elizabeth Becerra**
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13. **Hon. Bob Blumenfield**
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14. **Hon. Gary Boyer**
Glendora, RC District 33
15. **Hon. Drew Boyles**
El Segundo, RC District 40

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- 16. Hon. Wendy Bucknum**
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- 17. Hon. Margaret Clark**
Rosemead, RC District 32
- 18. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 19. Hon. Kevin de León**
Los Angeles, District 61
- 20. Hon. Rick Denison**
Yucca Valley, RC District 11
- 21. Hon. Jon Dumitru**
Orange, RC District 17
- 22. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 23. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 24. Hon. Margaret Finlay**
Duarte, RC District 35
- 25. Hon. Claudia Frometa**
Downey, RC District 25
- 26. Hon. John Gabbard**
Dana Point, RC District 12
- 27. Hon. James Gazeley**
Lomita, RC District 39
- 28. Hon. Marshall Goodman**
La Palma, RC District 18
- 29. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**
Gardena, RC District 28
- 31. Hon. Eunisses Hernandez**
Los Angeles, RC District 48

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- 33. Hon. Heather Hutt**
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- 34. Hon. Mike Judge**
VCTC Representative
- 35. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 36. Hon. Trish Kelley**
TCA Representative
- 37. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 38. Hon. Tammy Kim**
Irvine, RC District 14
- 39. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 40. Hon. Paul Krekorian**
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- 41. Hon. Linda Krupa**
Hemet, RC District 3
- 42. Hon. John Lee**
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**
Anaheim, RC District 19
- 44. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 45. Hon. Vianey Lopez**
Ventura County
- 46. Hon. Clint Lorimore**
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- 47. Hon. Ken Mann**
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Chino Hills, RC District 10

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

- 51. Hon. Larry McCallon**
Air District Representative

- 52. Hon. Casey McKeon**
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- 53. Hon. Tim McOsker**
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- 54. Hon. Lauren Meister**
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- 55. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9

- 56. Hon. Marisela Nava**
Perris, RC District 69

- 57. Hon. Maria Nava-Froelich**
ICTC Representative

- 58. Hon. Frank Navarro**
Colton, RC District 6

- 59. Hon. Oscar Ortiz**
Indio, RC District 66

- 60. Hon. Imelda Padilla**
Los Angeles, RC District 53

- 61. Hon. Traci Park**
Los Angeles, RC District 58

- 62. Sup. Luis Plancarte**
Imperial County

- 63. Hon. Curren Price**
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Los Angeles, RC District 51
- 65. Hon. Gil Rebolgar**
Brawley, RC District 1
- 66. Hon. Rocky Rhodes**
Simi Valley, RC District 46
- 67. Hon. Deborah Robertson**
Rialto, RC District 8
- 68. Hon. Celeste Rodriguez**
San Fernando, RC District 67
- 69. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 70. Hon. Ali Saleh**
Bell, RC District 27
- 71. Hon. Tim Sandoval**
Pomona, RC District 38
- 72. Hon. Andrew Sarega**
La Mirada, RC District 31
- 73. Hon. Suely Saro**
Long Beach, RC District 29
- 74. Hon. David J. Shapiro**
Calabasas, RC District 44
- 75. Hon. Marty Simonoff**
Brea, RC District 22
- 76. Hon. Zak Schwank**
Temecula, RC District 5
- 77. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 78. Sup. Hilda Solis**
Los Angeles County
- 79. Hon. Hugo Soto-Martinez**
Los Angeles, RC District 60

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- 80. Sup. Karen Spiegel**
Riverside County

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

- 82. Sup. Donald Wagner**
Orange County

- 83. Hon. Alan Wapner**
SBCTA Representative

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

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

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

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, February 1, 2024
12:00 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Art Brown, President)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEM

1. Governor's Budget Update: Regional Early Action Planning Grant 2021 (REAP 2.0) PPG. 10
(Kome Ajise, Executive Director)

ACTION ITEMS

2. Recommended Data Standards for SoCal Greenprint PPG. 15
(Ryan Wolfe, Sustainable & Resilient Development Manager)

RECOMMENDED ACTION:

That the Regional Council adopt the SoCal Greenprint Recommended Data Standards and update the SCAG Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework).

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – January 4, 2024 PPG. 57
4. AB 761 (Friedman) – Enhanced Infrastructure Financing Districts in Los Angeles County PPG. 72
5. Contracts \$500,000 or Greater: Contract No. 24-010-C01, SCAG’s Regional Household Travel Study PPG. 76



6. 2024 Draft Regional Transportation Safety Targets PPG. 88

Receive and File

7. February 2024 State and Federal Legislative Update PPG. 103

8. Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold PPG. 118

9. CFO Monthly Report PPG. 121

INFORMATION ITEM

10. Presidential Priorities Panel: Transit/Rail Recovery PPG. 148
(Kome Ajise, Executive Director)

Additional Presenters

- **Michael Pimentel, Executive Director for the California Transit Association (CTA)**, will provide a statewide perspective on transit/rail recovery. As a nonprofit organization representing California’s transit industry, CTA is attuned to the challenges and opportunities facing operators as they work to recover from pandemic impacts.
- **David Aguirre, Executive Director for the Imperial County Transportation Commission**, will provide a countywide perspective on transit/rail recovery in rural and suburban areas and ways to introduce innovation (e.g., microtransit).
- **Seleta Reynolds (or staff), Chief Innovation Officer for LA Metro**, will provide a countywide perspective on transit/rail recovery, including efforts to develop Olympic 2028 legacy projects (e.g., mobility hubs, bus only lanes, etc.) to support increased ridership.
- **Darren Kettle, Chief Executive Officer for Metrolink**, will provide a regionwide rail perspective, including how to adapt operations to address evolving ridership needs.

BUSINESS REPORT

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

PRESIDENT’S REPORT

(The Honorable Art Brown, President)

EXECUTIVE DIRECTOR’S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
February 1, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Alisha James, Senior Public Affairs Specialist
(213) 236-1884, james@scag.ca.gov

Subject: Governor's Budget Update: Regional Early Action Planning Grant 2021
(REAP 2.0)

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Resolution 22-649-1 authorizes SCAG to receive and administer \$246,024,084.00 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. REAP 2.0 is managed by the California Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). REAP 2.0 supports Transformative Planning and Implementation Activities and accelerates infill development that facilitates housing supply, choice, and affordability, to reduce Vehicle Miles Traveled (VMT), support Affirmatively Furthering Fair Housing (AFFH), and advance implementation of the region's Sustainable Communities Strategy (SCS). SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals.

In July 2023, SCAG's full REAP 2.0 application was approved by HCD, formally awarding \$246 million to SCAG. SCAG is sub-allocating 80 percent of the \$246 million grant award for partner-led projects. To date, SCAG has awarded more than \$192 million to planning and capital improvements projects across the region.

The recent proposed budget announced by Governor Gavin Newsom would cut \$300 million from the State's REAP 2.0 program. HCD has informed SCAG and other MPOs that reductions would be

shared evenly across the program, meaning SCAG’s award would be cut in half to approximately \$123 million. SCAG urges the Governor to reconsider these funding cuts, which would severely impact cities’ and counties’ ability to address the housing crisis and adversely affect the funding dedicated to projects throughout the SCAG region. While SCAG assesses the impacts and until there is greater certainty, SCAG will administer a hold on sub-allocation programs. This report addresses the impacts of the proposed cut, advocacy efforts, and next steps.

BACKGROUND:

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

Major investments in program development and prioritization of projects have resulted in SCAG’s development of a comprehensive REAP 2.0 program that combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies.

On January 10, 2024 Governor Gavin Newsom announced a proposed budget that would cut \$1.2 billion in funding for housing programs, including \$300 million for the Regional Early Action Plan (REAP 2.0) program. SCAG is issuing a hold on suballocation programs, while working to assess the impacts of the proposed cut and partnering with key stakeholders to use the state’s budget approval process to advocate for the protection of critical housing programs funded by REAP 2.0.

Governor Newsom’s January 10, 2024, budget proposal served as the first step of a lengthy budget process that can last through September 30, 2024. There are many more steps that the Governor and the Legislature must take before finalizing the fiscal year 2024-25 budget. The Senate and Assembly Budget Committees had their first budget hearings on January 23, 2024. Senators and Assemblymembers had their first opportunity to question the California Department of Finance on the proposed cuts and other strategies to balance the budget. These legislative budget hearings will continue through the May 14 deadline, mandated by state law, for the Governor to issue an updated budget proposal, known as the “May Revision.” Before the State Legislature reaches a deal with the Governor, both chambers must work together to reach a budget agreement and pass a balanced budget bill by midnight on June 15, 2024, as mandated by the state constitution. The Governor will then have a June 27, 2024, deadline to sign into law, veto, or line-item veto the budget bill. However, the budget process is usually far from over at this point. The Legislature will be able to pass budget bill juniors and budget trailer bills until August 31, 2024, the last day on which any bill may be passed. Then, the Governor will have until September 30, 2024, to sign or veto any remaining bills, including budget-related bills, on his desk.

ADVOCACY

Immediately following the release of the Governor's January Budget, SCAG's advocacy team sprung into action. SCAG wrote an official budget letter responding to the Governor's January Budget that was delivered to Assembly Speaker Robert Rivas (D-Hollister), Senate President Pro Tem Toni Atkins (D-San Diego), Assembly Budget Committee Chair Jesse Gabriel (D-Van Nuys), and Senate Budget and Fiscal Review Committee Chair Nancy Skinner (D-Berkeley). The letter outlines SCAG's concerns with the devastating cuts proposed to the REAP 2.0 program. The letter asks Legislative leaders to reject this proposal, as well as proposals to cut \$200 million from the State's Active Transportation Program and cut \$200 million from the Infill Infrastructure Grant program. The letter was further shared with every member of the Southern California Legislative Delegation and SCAG partner organizations, including the California Association of Councils of Governments, California State Association of Counties, League of California Cities, and our sister Metropolitan Planning Organizations.

SCAG lobbyists, Cruz Strategies, provided public comment in support of the REAP 2.0 program at Assembly and Senate budget committee hearings on January 23, 2024. During the Assembly Budget Committee hearing, Assemblymember Steve Bennett (D-Ventura), who is also Chair of the Sub-Committee No. 4 on Climate Crisis, Resources, Energy, and Transportation spoke in defense of the REAP 2.0 program, noting the significant benefits the program provides, especially for the communities in his district.

SCAG will continue to engage our member and partner organizations to grow the coalition supporting the REAP 2.0 program. SCAG, with the help of this coalition, will continue to advocate to protect these funds at the Sacramento Summit and going into the May Budget Revision.

PROGRAM ADMINISTRATION & DELIVERY

SCAG staff, under the direction of the policy committees, the EAC, and the RC, has had an extensive engagement process to develop a comprehensive REAP 2.0 program based on stakeholder input. Our funding is targeted to address key issues contributing to the housing crisis: scarcity of developable land, insufficient and costly utility and transportation public infrastructure, and lack of capacity building financing tools. Ultimately, SCAG is piloting solutions locally that can be scaled across the region.

SCAG has committed the entire \$246 million award from the State. Advanced funding of \$24.6 million was authorized to support outreach and program development, including hiring required limited-term staff and consultants. To date, SCAG has granted \$192.7M to 118 projects. The remaining funding is allocated to regional technical assistance and program administration.

A fifty percent reduction to the program would compromise the ability of SCAG and its partners to implement many of the projects sub-allocated funding to the standards required by the State. Therefore, should these reductions materialize, SCAG will need to restructure the full program, potentially eliminating some sub-allocation programs in their entirety.

Given this uncertainty, the Executive Director has paused all significant REAP 2.0 activities, including holding on further MOU development and instructing grantees with executed agreements to hold on all work. These holds will result in delays that present risks to the program, which already faces a tight timeline for implementation, further presenting risks in delivery. There are also uncertainties remaining around REAP 2.0 deadline extensions with the State Legislature.

Listed below is a summary of SCAG's impacted suballocation programs that support eligible entities in the SCAG region:

- The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEJ) grant prioritizes housing planning that aims to close the racial equity gap and include partnerships with community-based organizations. On October 5, 2023, the Regional Council approved funding awards for six Housing and Land Use Strategies projects totaling \$2.3 million. SCAG staff will not proceed with further MOU development until there is greater certainty on the State budget.
- The Sub-Regional Partnership Program 2.0 (SRP 2.0) Program makes \$23 million available to sub-regional partners for eligible activities supporting member jurisdictions with implementing housing element work plans and strategies for increasing affordable housing. SCAG has received applications from 14 of its subregional partners. SCAG staff will not proceed with further MOU development until there is greater certainty on the State budget.
- The County Transportation Commission (CTC) Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. SCAG has executed Memorandums of Understanding (MOUs) with some of the CTCs. SCAG staff will inform all partners with an executed agreement to pause work and will not proceed with all other MOU executions until there is greater certainty on the State budget.
- The Housing Infill on Public and Private Lands (HIPP) Pilot Program makes \$8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. In

October, the Regional Council approved funding recommendations to award 11 projects including site assessments, site inventories, inclusionary housing programs and specific plans that unlock lands for housing with diverse housing types. SCAG staff will not proceed with further MOU development until there is greater certainty on the State budget.

- The Notice of Funds Available for Lasting Affordability (NOFA) provides \$45 million to support innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. On November 2, 2023, the Regional Council approved funding recommendations for 14 projects. SCAG staff will not proceed with further MOU development until there is greater certainty on the State budget.
- The Regional Utilities Supporting Housing (RUSH) program provides \$35 million to focus on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. On January 4, 2024 the Regional Council awarded funding for 12 projects for a total of \$35 million. SCAG staff will not proceed with further MOU development until there is greater certainty on the State budget.

SCAG staff recognizes this disruption in project delivery may have devastating impacts on projects and is assessing opportunities to help awardees further define projects scopes and repackage projects for alternative funding programs. More information on these opportunities and any updates SCAG receives from HCD on the program will be promptly shared with partners.

NEXT STEPS

Staff will return to the Regional Council with an update on the state budget process and revised budget by June.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (305.4928.01 – REAP 2.0 – Program Development and Outreach).



AGENDA ITEM 2 REPORT

Southern California Association of Governments
February 1, 2024

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov

Subject: Recommended Data Standards for SoCal Greenprint

RECOMMENDED ACTION:

That the Regional Council (RC) adopt the SoCal Greenprint Recommended Data Standards and update the SCAG Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is in the process of developing the SoCal Greenprint, a strategic web-based mapping tool to inform land use and infrastructure decisions, and help users identify priority conservation areas. Connect SoCal 2020 and its PEIR require SCAG to develop the SoCal Greenprint as a tool to support the development of regional advance mitigation programs (RAMP) for future projects.

As directed by the Regional Council's adopted Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework), SCAG established the Greenprint Technical Advisory Committee (GTAC) to advise staff on the development of data policies, governance standards, user guidelines, data selection criteria, and data parameters for the Greenprint tool, referred to collectively hereafter as the Recommended Data Standards.

In summary, key feedback from the GTAC process included:

- The SoCal Greenprint should be a tool to identify conservation opportunities that can help mitigate transportation and development impacts and support advancing projects.*
- The SoCal Greenprint Data Standards should ensure the perception of trustworthiness of data is the highest priority. Data should be updated and maintained regularly.*
- SCAG should adopt a "start small" approach to compiling data for the SoCal Greenprint and incorporate Caltrans' Regional Advance Mitigation Needs Assessment (RAMNA) data layers, as well as data layers that are useful for state grant applications.*

- *The SoCal Greenprint should include strong and prominent disclaimer language that conveys the intent of the tool, communicates clearly that local data may be more detailed and complete, and requires acknowledgment by users prior to accessing the tool.*

With guidance from the GTAC, staff developed Recommended Data Standards for the SoCal Greenprint that include these key considerations and are further described in this staff report and in Attachment A.

BACKGROUND:

What is the SoCal Greenprint?

SCAG is in the process of developing the SoCal Greenprint, a strategic web-based mapping tool to inform land use and infrastructure decisions, and help users identify priority conservation areas. As directed by Connect SoCal 2020 and its corresponding PEIR, SCAG shall provide the SoCal Greenprint as a publicly available tool to assist local jurisdictions, transportation agencies, and stakeholders identify priority conservation areas and work with CTCs to develop advance mitigation programs for future projects. This tool is one element of SCAG's Regional Advance Mitigation Program (RAMP) initiative.

Regional Advance Mitigation Planning (RAMP)

Regional Advance Mitigation Planning (RAMP) is a process for expediting project delivery by planning for required mitigation earlier in the planning process and at a wider scale. In cases where compensatory mitigation is needed, advance mitigation can help agencies purchase larger parcels for mitigation at a lower unit cost to offset anticipated impacts. Further, RAMP can result in better collaboration between regulatory and infrastructure agencies, better project delivery, and better mitigation outcomes.

Connect SoCal 2020 and its corresponding PEIR direct SCAG to collaborate with stakeholders to establish a RAMP initiative to support implementing agencies in establishing or supplementing the region's established advanced mitigation programs, mitigation banks, and other approaches to address impacts more effectively for projects that support reduction of per-capita vehicle miles traveled. Further, the mitigation measure SM-AG-3 of Connect SoCal PEIR directs SCAG to develop the SoCal Greenprint as a tool to assist local jurisdictions, transportation agencies, and other stakeholders identify areas suitable for advance mitigation and work with CTCs to develop and advance mitigation programs for future plans and projects. While SCAG is required by the PEIR to establish a RAMP initiative and facilitate regional interest in developing RAMPs, SCAG will not create its own RAMP, supersede existing RAMP programs, or require any local jurisdiction or agency to participate in any local or regional RAMP program.

RAMP Policy Framework

On October 7, 2021, the SCAG Regional Council (RC) directed SCAG staff to establish a policy framework for advance mitigation in the SCAG region and ensure Greenprint alignment with policy objectives. As a result of this direction, SCAG convened the 5-member Regional Advance Mitigation Task Group (RAMP-ATG) in 2022 to develop the policy framework for SCAG's regional advance mitigation efforts. The RAMP-ATG's resulting RAMP Policy Framework, approved by the RC on February 2nd, 2023, directed SCAG to form the Greenprint Technical Advisory Committee (GTAC) to advise on the development of the tool's data policies, governance standards, user guidelines, data selection criteria, and data parameters for the tool, collectively referred in this staff report as "Data Standards." The following is an overview of the purpose and process of the GTAC:

- Provide input and consultation for SCAG staff to develop Data Standards for the SoCal Greenprint tool.
- Inform land use cases and analytical functionality of the tool.
- Be an advisory body.

Along with development of the RAMP Policy Framework, the RAMP-ATG made five core data recommendations to inform the types of data, documentation, and utilization within the SoCal Greenprint:

- Data should be publicly available.
- Data should be created, funded, used, and/or developed in partnership with a government agency.
- Data should be regionally comprehensive.
- Data should not be depicted as "constraints" on future development or growth.
- Data should not be endorsed or adopted by the Regional Council as official policy of the agency.

These five core recommendations were used as the foundational framework for GTAC discussions and were combined with the input received from members throughout the GTAC process to draft the Recommended Data Standards.

This feedback, along with additional input received from GTAC members through November 15th, 2023, informed the Recommended Data Standards (Attachment A), as well as the accompanying proposed data layer list and disclaimer language (Attachments B and C).

Greenprint Technical Advisory Committee (GTAC)

The GTAC process occurred from July to October 2023, and consisted of three advisory committee meetings, focus groups with staff from GTAC jurisdictions and other agencies to better understand

their needs, and discussions with individual TAC members to answer questions, clarify and confirm feedback received during TAC meetings.

The first meeting on July 26th included an overview of Greenprint and the role of the GTAC, extensive review and discussion of the RAMP-ATG data recommendations, and a Caltrans presentation on the data and data standards/processes that it utilizes in the agency's Regional Advance Mitigation Needs Assessments (RAMNA). Input from this meeting was utilized to create the first set of draft Data Standards. The second meeting on August 28th, was dedicated to review and discussion of these draft Data Standards. For the final meeting on October 30th, staff integrated input from meeting #2 and the GTAC focus groups into updated draft Data Standards that were then utilized to evaluate potential data layers. The updated draft Data Standards and resulting proposed data list were shared prior to the meeting consistent with the Brown Act, and members discussed the content extensively during this meeting. Options for tool functionality were also presented and discussed, as well as next steps for further development of the SoCal Greenprint.

This feedback, along with additional input received from GTAC members through November 15th, 2023, informed the adjustments to the Recommended Data Standards, as well as the accompanying proposed data layer list and disclaimer language.

Key feedback from the GTAC process included:

- The SoCal Greenprint Data Standards and functionality should position the SoCal Greenprint to identify conservation opportunities that can help offset the impacts of transportation and other development projects and support the advancement of projects.
- The SoCal Greenprint Data Standards should ensure the perception of trustworthiness of data is the highest priority.
- SCAG should adopt a "start small" approach to compiling data for the SoCal Greenprint and incorporate Caltrans RAMNA data layers and layers needed to apply for state grant programs.
- Data in the SoCal Greenprint should be regularly updated and maintained to reflect the latest available version.
- The SoCal Greenprint should include strong and prominent disclaimer language that must be acknowledged by users prior to using the tool, conveys the intent of the tool, and communicates clearly that local data may be more detailed and complete.

Summary of Recommended Data Standards

With guidance from the GTAC, staff developed Recommended Data Standards for the SoCal Greenprint, the full text of which can be found in Attachment A. The Recommended Data Standards establish the requirements for data inclusion in the SoCal Greenprint so that the tool meets its objectives, aligns with the RAMP Policy Framework and takes account of feedback from the TAC.

The purpose of the draft data standards is to ensure data included in the tool is consistent, trustworthy and secure. They also clearly define the rules and procedures for how the data should be used, accessed, shared, and protected, thereby improving the quality of the data and discouraging misuse.

The project consultant compared the draft Data Standards to similar tools and then applied them to the identified data layers to assess which data layers would merit inclusion in the SoCal Greenprint. Through this comparison, the consultant found the SoCal Greenprint will surpass other relevant available web mapping application standards.

The Recommended Data Standards were recommended for approval by the Energy & Environment Committee (EEC) on January 4th, 2024, with the motion to revise recommended data standard A4 from “Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies” to “Data input shall be created, sponsored, or used by regulatory agencies, state and/or federal agencies.”

The full list of the Recommended Data Standards is included in Attachment A.

Application of Data Standards

A key theme of GTAC feedback was that staff should utilize a targeted, “start small” data approach in the SoCal Greenprint that includes identifying and evaluating layers from the Caltrans Regional Advance Mitigation Needs Assessment (RAMNA), an outcome of Caltrans’ Advanced Mitigation Program (AMP) to accelerate transportation project delivery, and additional layers that would be useful for grant applications.

The draft Data Standards were then applied to these RAMNA and funding data layers. Data layers that passed this evaluation were presented at the final TAC meeting, and members were given two additional weeks to provide feedback. All data layers require some additional updating of metadata content to comply with the Recommended Data Standards. As such, additional work is being done to bring them into compliance. Assuming these layers can be brought into compliance, they would make up the data layer list to be included in the SoCal Greenprint. In total the Draft Proposed Data Layer List includes 106 layers (Attachment B).

Draft Disclaimer Language

Key TAC feedback included adding language to more clearly express that the SoCal Greenprint and its data will not become a constraint on future development, and is intended for informational purposes only, to support advance mitigation, and to help identify/inform opportunities to offset the impacts of transportation and development projects.

The tool will include a “popup screen” and “clickwrap” statement that users will be required to acknowledge. These will include disclaimer language that clearly illustrates the purpose, intent, and limitations of the SoCal Greenprint. This acknowledgement will need to occur for users to access the tool as well as export data. The full text of the draft disclaimer language can be found in Attachment C.

FISCAL IMPACT:

This project is funded in the Fiscal Year 2023-24 Overall Work Program (OWP) under project/task 290-4919.01 (Regional Advanced Mitigation Program Development).

ATTACHMENT(S):

1. Attachment A_Proposed Data Standards
2. Attachment B_Draft Data Layers
3. Attachment C_Draft Disclaimer Statement
4. PowerPoint Presentation - Greenprint Feb 2024_Final

ATTACHMENT A: Recommended Data Standards

A. Recommended Data Evaluation and Purpose Standards

Data Policies address the requirements for data inclusion in the SoCal Greenprint so that the tool aligns with the RAMP Policy Framework.

- A1. Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.
- A2. Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates.
- A3. Draft data will not be included in the tool.
- A4. Data input shall be created, sponsored, or used by regulatory agencies, state and federal agencies. *(Reflects amended language approved by EEC)*
- A5. Data depicted will not be altered from their original source.
- A6. Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source. Data gaps will be identified and explained for data layers in the tool to ensure accurate use of the information.
- A7. Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use. This shall be conveyed in the disclaimer language that users will be required to accept prior to accessing the tool.
- A8. Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.

B. Recommended Data Governance Standards:

Data governance standards address how SCAG will convey the purpose and limitations of data.

- B1. To convey limitations and foster its proper use as well as emphasize to users that the SoCal Greenprint tool is for informational purposes only with no legal effect on land-use decisions made by local agencies or property owners, the final, publicly available version of the tool will include a “popup screen” displaying disclosure language and will require user acknowledgment of the data’s limitations.
- B2. Prior to using the tool, users will be required to acknowledge and agree to the terms of use, containing the aforementioned disclosures and data limitations, through a “clickwrap” statement that is reasonably and prominently visible to all users. This will require the active, affirmative acknowledgement of each user, and will be written to be easily understood by the average user.

C. Recommended Data User Guidelines Standards:

User guidelines describe how the tool will be accessible, consistent with the Connect SoCal 2020 PEIR mitigation measure, the SoCal Greenprint should be web-based and easily accessible for municipalities, transportation agencies, researchers, developers, and conservation groups.

- C1. The SoCal Greenprint will be web-based and easily accessible.

D. Recommended Data Selection Criteria Standards:

Data selection criteria deals with how data is selected and updated in the SoCal Greenprint.

- D1. SCAG staff will prioritize selection of data accessible through the tool by rigorously applying the foregoing data policies, governance standards, and user guidelines.
- D2. SCAG staff shall defer to feedback from regulatory agencies, and other state and federal agencies on the inclusion of particular data layers in the tool.
- D3. Data layers will be selected based on their value in supporting land use and transportation decision-making for local agencies, and regional advance mitigation.
- D4. Data will be organized in seven thematic areas, which are aligned with feedback from county transportation commissions and local planning needs in support of RAMP:
 - Agriculture and Working Lands
 - Habitat and Biodiversity
 - Water Resources
 - Built Environment
 - Environmental Justice, Equity and Inclusion
 - Climate Vulnerabilities and Resilience
 - Geographic Context
- D5. The Greenprint tool will include a data update process. The process will include review of data layers under consideration to ensure they abide by the adopted data standards and then be advanced to the Energy and Environment Committee (EEC) for review. It will also include a review of existing data layers to verify whether they continue to meet the adopted standards.

E. Recommended Data Parameter Requirement Standards:

Data parameter requirements address how the data in the SoCal Greenprint will be documented and how user limitations for each data set will be conveyed. Consistent with SCAG's past and current practice, all data layers included in the SoCal Greenprint will feature individual background information on methods, limitations, authorship, as well as guidance on their proper use, including:

- E1. The SoCal Greenprint shall feature a glossary and methods section that will provide full transparency to users on data layers featured, and will include:
 - Narrative definitions that cite the data sources, explain the data in accurate and user-friendly terms, and offer guidance on how the information should be used.
 - A description of the data's methodology, reporting framework, known data gaps, and processing methods used to develop the data.
 - Data layer names and URLs of original data sources.
 - Data creation date and anticipated update schedules.
 - Geographic constraints identifying the geographic unit of accuracy for the data layer. In some instances, data is accurate at larger areas but is not accurate when zoomed in to a smaller geography. For these instances, users will not be able to view data in finer detail than the minimum level of geographic accuracy, which will be documented in the tool.

- E2. Consistent with SCAG’s data policy, layers will include metadata consistent with the Geospatial Metadata Standards and Guidelines established by the Federal Geographic Data Committee (FGDC):
 - Identification information (originator, publication date, title, abstract, purpose, time period for content, currentness, progress, maintenance, etc.).
 - Data quality information (attribute accuracy, completeness, positional accuracy, etc.).
 - Spatial data organization information (indirect spatial reference for locating data without using coordinates).
 - Spatial reference information (geographic coordinate system, latitude and longitude, etc.).
 - Entity and attribute information (detailed description of data layer, overview description, attribute domain values, known data gaps, etc.).
 - Distribution information (contact information for the individual or organization that distributes the data, a statement of liability assumed by the distributing individual or organization).
 - Metadata reference information (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
1	Other/Data for State Grants	Agriculture and Working Lands	City Urban Restriction Boundary (SOAR)	SOAR_County	Ventura County	Save Our Open and Agricultural Resources zones that prohibit building without a vote of people zones for the unincorporated areas within the County of Ventura.	SOAR County Ventura County Data Downloads (arcgis.com)	Available via public feature service	Meets some metadata requirements Last updated: 2022-06-24 Authorship: Ventura County Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/bd4d1a50dbca4293aa76c7caee9874d/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - county wide	In compliance	In compliance	
2	RAMNA	Agriculture and Working Lands	Farmland Mapping & Monitoring Program	Farmland Mapping/Monitoring Program (2022)	Division of Land Resource Protection (DLRP), within the Department of Conservation	The Farmland Mapping and Monitoring Program (FMMP) provides data to decision makers for use in planning for the present and future use of California's agricultural land resources.	https://www.conservaion.ca.gov/dlrp/fmmp	Available via public feature service	Meets some metadata requirements Last updated: 2018 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: Found in Shapefile	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
3	Other/Data for State Grants	Agriculture and Working Lands	Statewide Crop Mapping		CNRA	*2021 data is provisional, 2020 data is final. Land use data is critically important to the work of the Department of Water Resources (DWR) and other California agencies. Understanding the impacts of land use, crop location, acreage, and management practices on environmental attributes and resource management is an integral step in the ability of Groundwater Sustainability Agencies (GSAs) to produce Groundwater Sustainability Plans (GSPs) and implement projects to attain sustainability. Land IQ was contracted by DWR to develop a comprehensive and accurate spatial land use database for the 2020 water year (WY 2020), covering over 9.4 million acres of irrigated agriculture on a field scale and additional areas of urban extent. The primary objective of this effort was to produce a spatial land use database with accuracies exceeding 95% using remote sensing, statistical, and temporal analysis methods.	Statewide Crop Mapping - Datasets - California Natural Resources Agency Open Data	Available via public feature dataset	Meets some metadata requirements Follows DWR Spatial Data Standards, Version 3.3 Last updated: 2023-03-27 Authorship: Land IQ Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: found within shapefile	In compliance - check source URL to confirm the most recent final dataset	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
4	Other/Data for State Grants	Built Environment	2019 Annual Land Use	AnnualLandUse19_HousingApp	SCAG	This is SCAG's 2019 Annual Land Use (ALU v.2019.2) at the parcel-level, updated as of February 2021.	https://hub.scag.ca.gov/datasets/ea9fd878c1947d2afac5142fd5cb658_0/about	Available via public feature service	Meets some metadata requirements Last updated: 2022-02-08 Authorship: Kevin Kane Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://rdp.scag.ca.gov/mapping/rest/services/Housing/2019_Annual_Land_Use_NAD83/MapServer/0/metadata	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	
5	Other/Data for State Grants	Built Environment	Building Climate Zones	Building Climate Zones	California Energy Commission	Building Climates Zones of California Climate Zone Descriptions for New Buildings - California is divided into 16 climatic boundaries or climate zones, which is incorporated into the Energy Efficiency Standards (Energy Code).	https://hub.scag.ca.gov/datasets/a99b89b565414eb58d270a4e0f804cbc_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2021-12-2 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/a99b89b565414eb58d270a4e0f804cbc/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
6	Other/Data for State Grants	Built Environment	MetroLink Routes - SCAG Region	OpenData/MetroLinkLinescag	SCAG	This is a GIS file containing the alignment of the MetroLink Line	https://hub.scag.ca.gov/maps/bdee702dd7e843aa8fedcd7cdc446c48/about	Available via public feature service	Meets some metadata requirements. Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated Timeline for Regular Updates: N/A	In compliance	In compliance	In compliance	In compliance - Regional	In compliance	In compliance	
7																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4. Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5. Data depicted will not be altered from their original source.	A6. Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7. Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8. Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
1																
8	7	RAMNA	Built Environment	SHOPP	State Hwy Operation & Protection Program (Minor A) pt	Caltrans	The Office of State Highway Operations and Protection Program (SHOPP) Management has primary responsibility for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. This includes preparation of the four-year program, participating in the development of the State Highway System Management Plan, coordinating the formal amendment of adopted SHOPP projects, coordinating with CTC staff, management of the annual Minor Program, coordination with Districts and Headquarters divisions, and upkeep of project information in the Department's California Transportation Improvement Program System (CTIPS) database.	https://dot.ca.gov/p/rograms/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	Available via public feature service	Meets some metadata requirements. Authorship: Caltrans Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
9	8	RAMNA	Built Environment	SHOPP	State Hwy Operation & Protection Program (Minor A) In	Caltrans	The Office of State Highway Operations and Protection Program (SHOPP) Management has primary responsibility for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. This includes preparation of the four-year program, participating in the development of the State Highway System Management Plan, coordinating the formal amendment of adopted SHOPP projects, coordinating with CTC staff, management of the annual Minor Program, coordination with Districts and Headquarters divisions, and upkeep of project information in the Department's California Transportation Improvement Program System (CTIPS) database.	https://dot.ca.gov/p/rograms/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	Available via public feature service	Meets some metadata requirements. Authorship: Caltrans Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
10	9	RAMNA	Built Environment	SHOPP	State Hwy Operation & Protection Program (Major) pt	Caltrans	The Office of State Highway Operations and Protection Program (SHOPP) Management has primary responsibility for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. This includes preparation of the four-year program, participating in the development of the State Highway System Management Plan, coordinating the formal amendment of adopted SHOPP projects, coordinating with CTC staff, management of the annual Minor Program, coordination with Districts and Headquarters divisions, and upkeep of project information in the Department's California Transportation Improvement Program System (CTIPS) database.	https://dot.ca.gov/p/rograms/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	Available via public feature service	Meets some metadata requirements. Authorship: Caltrans Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
11	10	RAMNA	Built Environment	SHOPP	State Hwy Operation & Protection Program (Major) In	Caltrans	The Office of State Highway Operations and Protection Program (SHOPP) Management has primary responsibility for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. This includes preparation of the four-year program, participating in the development of the State Highway System Management Plan, coordinating the formal amendment of adopted SHOPP projects, coordinating with CTC staff, management of the annual Minor Program, coordination with Districts and Headquarters divisions, and upkeep of project information in the Department's California Transportation Improvement Program System (CTIPS) database.	https://dot.ca.gov/p/rograms/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	Available via public feature service	Meets some metadata requirements. Authorship: Caltrans Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
12	11	RAMNA	Built Environment	State Highway Network	Transversable State Highway	Caltrans	Highway Shields as seen within the web mapping applications within the Caltrans Portal	https://gis.data.ca.gov/datasets/7712d7ba94e040a78bfb36feb6279da_0/abouut	Available via public feature service	Meets some metadata requirements. Last updated: 2019-07-17 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
13	12	RAMNA	Built Environment	STIP	State Transportation Improvement Program pt	California Transportation Commission	The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.	https://dot.ca.gov/p/rograms/local-assistance/fed-and-state-programs/state-transportation-improvement-program	Available via public feature service	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
14	13	RAMNA	Built Environment	STIP	State Transportation Improvement Program In	California Transportation Commission	The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.	https://dot.ca.gov/p/rograms/local-assistance/fed-and-state-programs/state-transportation-improvement-program	Available via public feature service	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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15	14	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Calenviroscreen Factors (Pollution Burden & Population)	CanEnviroScreen 4.0 Results	CalEPA	CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. The new version of CalEnviroScreen (4.0) updates and improves the quality of existing indicators, incorporates a new indicator to capture information on lead exposure risk to children from housing, and will provide a data dashboard tool (coming soon).	CalEnviroScreen (arcgis.com)	Available via public feature service	Meets some metadata requirements Last updated: 2022-02-23 Authorship: CalEPA Geographic Unit of Accuracy: Census Tract Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://services1.arcgis.com/PCHfHz4GIDNAhBb/arcgis/rest/services/CalEnviroScreen_4_0_Results_/FeatureServer/info/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
16	15	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	CDC Social Vulnerability Index 2018	Overall SVI - Tracts	CDC	2018 Social Vulnerability Index (SVI). Created by the Centers for Disease Control and Prevention (CDC) / Agency for Toxic Substances and Disease Registry (ATSDR) / Geospatial Research, Analysis, and Services Program (GRASP).	https://hub.scaq.ca.gov/maps/18981b657cf04f2dbe0df065f20581db/about	Available via public feature service	Meets some metadata requirements Last updated: 2021-06-25 (website says most recent was feb 2022) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/18981b657cf04f2dbe0df065f20581db/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
17	16	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Disadvantaged Communities	Disadvantaged Communities_boundary_scaq	OEHHA	This Disadvantaged Communities (DAC) file contains the Census tracts that met criteria as 2022 Disadvantaged Communities (SB535) with Tribal Areas that fall outside of the designated Census tracts.	https://oehha.ca.gov/calenviroscreen/sb535	Available via public feature service	Meets some metadata requirements. Last Updated: 2022-06-02 Authorship: Geographic Unit of Accuracy: Census Tract Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://services1.arcgis.com/PCHfHz4GIDNAhBb/ArcGIS/rest/services/SB_535_Disadvantaged_Communities_2022/FeatureServer/0/metadata	In compliance	In compliance	In compliance	In compliance - Regional	In compliance	In compliance
18	17	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Household Composition/Disability Theme	Household Composition/Disability Theme - Tracts	CDC	ATSDR's Geospatial Research, Analysis & Services Program (GRASP) has created a tool to help emergency response planners and public health officials identify and map the communities that will most likely need support before, during, and after a hazardous event. The Social Vulnerability Index (SVI) uses U.S. Census data to determine the social vulnerability of every county and tract. CDC SVI ranks each county and tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing, and groups them into four related themes: Socioeconomic Housing Composition and Disability Minority Status and Language Housing and Transportation	https://services3.arcgis.com/ZvidGQKLaDjxRSJ2/ArcGIS/rest/services/CDC_Social_Vulnerability_Index_2018/FeatureServer/8	Available via public feature service	Meets some metadata requirements Last updated: 2022-12-22 (website) Authorship: CDC/ATSDR/Office of Innovation and Analytics/Geospatial Research, Analysis, and Services Program (GRASP) Geographic Unit of Accuracy: Census Tract Methodology for Data Development: See pdf Anticipated timeline for regular updates: N/A Metadata: Found in shapefile, was told to refer to https://www.atsdr.cdc.gov/placeandhealth/svi/data_documentation_download.html	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance

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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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18	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Housing/Transportation Theme - Tracts	Housing/Transportation Theme - Tracts	CDC	ATSDR's Geospatial Research, Analysis & Services Program (GRASP) has created a tool to help emergency response planners and public health officials identify and map the communities that will most likely need support before, during, and after a hazardous event. The Social Vulnerability Index (SVI) uses U.S. Census data to determine the social vulnerability of every county and tract. CDC SVI ranks each county and tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing, and groups them into four related themes: Socioeconomic Housing Composition and Disability Minority Status and Language Housing and Transportation	https://hub.scag.ca.gov/maps/18981b657cf04f2dbe0df065f20581db/about	Available via public feature service	Meets some metadata requirements Last updated: 2021-06-25 (website says most recent was feb 2022) Authorship: N/A Geographic Unit of Accuracy: Census Tract Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/18981b657cf04f2dbe0df065f20581db/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
19	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Minority/Language Theme	Minority/Language Theme - Tracts	CDC	ATSDR's Geospatial Research, Analysis & Services Program (GRASP) has created a tool to help emergency response planners and public health officials identify and map the communities that will most likely need support before, during, and after a hazardous event. The Social Vulnerability Index (SVI) uses U.S. Census data to determine the social vulnerability of every county and tract. CDC SVI ranks each county and tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing, and groups them into four related themes: Socioeconomic Housing Composition and Disability Minority Status and Language Housing and Transportation	https://hub.scag.ca.gov/maps/18981b657cf04f2dbe0df065f20581db/about	Available via public feature service	Meets some metadata requirements Last updated: 2021-06-25 (website says most recent was feb 2022) Authorship: N/A Geographic Unit of Accuracy: Census Tract Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/18981b657cf04f2dbe0df065f20581db/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
20	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	National Forest System Trails		US Forest Service	The Trails Layer is designed to provide information about National Forest System trail locations and characteristics to the public.	https://www.arcgis.com/sharing/rest/content/items/18981b657cf04f2dbe0df065f20581db/about	Available via public feature service	Meets some metadata requirements Last updated: 2022-08-25 Authorship: US Forest Service Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://data.fs.usda.gov/geodata/edw/edw_resources/meta/S_USA.TrailNFS_Publish.xml	In compliance*	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
21	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Priority Equity Areas	Priority Equity Communities	SCAG	This dataset is not final until adoption of Connect SoCal 2024. This dataset is used by SCAG to assess impacts of Connect SoCal 2024 on priority populations, with the intent that the framework could be built upon to target transportation investments in communities who need it the most. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. The socioeconomic factors, or priority populations, were selected based on statutorily protected populations and refined with input gathered through outreach processes. The US Census Bureau 2017-2021 American Community Survey 5-Year estimates are used to define each of the thresholds for the priority populations. SCAG's 2022 High Quality Transit Corridors are used in the Limited Vehicle and Transit Access criteria.This dataset uses 2020 census tracts in the SCAG region.	Priority Equity Community boundary Regional Data Platform (RDP) Home Southern California Association of Governments	Available via public feature service.	Meets some metadata requirements Last updated: 2023-06-27 Authorship: SCAG Geographic Unit of Accuracy: Census Tract Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://maps.scag.ca.gov/scaggis/rest/services/OpenData/PriorityEquityCommunity_boundary_scag/MapServer/0/metadata	*This dataset is not final until adoption of Connect SoCal 2024	In compliance	In compliance	In compliance - SCAG region	In compliance	In compliance
22	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Priority Equity Community Boundaries	PriorityEquityCommunity_bound ary_scag	SCAG	This dataset is not final until adoption of Connect SoCal 2024. This dataset is used by SCAG to assess impacts of Connect SoCal 2024 on priority populations, with the intent that the framework could be built upon to target transportation investments in communities who need it the most. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. The socioeconomic factors, or priority populations, were selected based on statutorily protected populations and refined with input gathered through outreach processes.	https://maps.scag.ca.gov/datasets/daa7c8a15b064399800f3426cbb64270_0/about	Available via public feature service	Meets some metadata requirements Last updated: 2023-05-22 Authorship: Annaleigh Ekman Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://maps.scag.ca.gov/scaggis/rest/services/OpenData/PriorityEquityCommunity_boundary_scag/MapServer/0/metadata	This dataset is not final until adoption of Connect SoCal 2024	In compliance	In compliance	In compliance	In compliance	In compliance
23	Other/Data for State Grants	Environmental Justice, Equity, and Inclusion	Priority Equity Community Boundaries	PriorityEquityCommunity_bound ary_scag	SCAG	This dataset is not final until adoption of Connect SoCal 2024. This dataset is used by SCAG to assess impacts of Connect SoCal 2024 on priority populations, with the intent that the framework could be built upon to target transportation investments in communities who need it the most. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. The socioeconomic factors, or priority populations, were selected based on statutorily protected populations and refined with input gathered through outreach processes.	https://maps.scag.ca.gov/datasets/daa7c8a15b064399800f3426cbb64270_0/about	Available via public feature service	Meets some metadata requirements Last updated: 2023-05-22 Authorship: Annaleigh Ekman Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://maps.scag.ca.gov/scaggis/rest/services/OpenData/PriorityEquityCommunity_boundary_scag/MapServer/0/metadata	This dataset is not final until adoption of Connect SoCal 2024	In compliance	In compliance	In compliance	In compliance	In compliance

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	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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28	27	RAMNA	Geographic Context	County Boundaries	County Boundaries	U.S. Census Bureau	This polygon feature class represents the California county boundaries. Based on TIGER/Line 2010 county files, the Caltrans districts and California county name abbreviation were added to this layer for Caltrans internal GIS application.	https://gisdata-caltrans.opendata.arcgis.com/datasets/111030d0d67e49d789080c47d9e4e618	Available via public feature service	Meets some metadata requirements Last updated: 2010-07 Authorship: US Census Bureau Geographic Unit of Accuracy: Coordinates in the TIGER/Line shapefiles have six implied decimal places, but the positional accuracy of these coordinates is not as great as the six decimal places suggest. Methodology for Data Development: N/A Anticipated timeline for regular updates: Future releases of TIGER/Line Shapefiles will reflect updates made to the Census MAF/TIGER database Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHboundary/County_Boundaries/MapServer/0/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
29	28	RAMNA	Geographic Context	County Parcels	County of San Bernardino	Individual Counties	This dataset contains County of San Bernardino parcel polygons.	https://open.sbcgov.ntv.gov/datasets/9ca3e6b812d1473b42eafd412a16139_0/explorer?location=35.028867%2C-116.350653%2C12.17	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-23 (from County Portal) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	Partially - San Bernardino County Only, combine with adjacent layers	In compliance	In compliance	
30	29	RAMNA	Geographic Context	County Parcels	County of Los Angeles	Individual Counties	Parcel information for Los Angeles County	https://geohub.lacounty.org/documents/4d67b154ae614d219c58535659128e71/about	Available via public feature service	Meets some metadata requirements Last updated: 2022-08-10 (from County Portal) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	Partially - LA County Only, combine with adjacent layers	In compliance	In compliance	
31	30	RAMNA	Geographic Context	County Parcels	County of Ventura	Individual Counties	The parcel data reflects the current parcels as per the Ventura County Assessor's Office. The data contained within the Feature Class does not includes the Assessor's parcel description data.	https://ventura.com/vdata/downloads/vcitsgis_hub_arcgis.com/search?q=parcel	Available via public feature service	Meets some metadata requirements Last updated: 2023-07-27 (from County Portal) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	Partially - Ventura County Only, combine with adjacent layers	In compliance	In compliance	
32	31	RAMNA	Geographic Context	County Parcels	County of Orange	Individual Counties	This polygon feature class depicts parcels throughout Orange County. OC Survey's Land Information Systems section is where the County of Orange Landbase is maintained. This parcel-level digital basemap contains over 687,000 subdivision parcels.	https://data-ocpw.opendata.arcgis.com/documents/09b293e309e54cc793bd1b9f4c1f0e4e/about	Available via public feature service	Meets some metadata requirements Last updated: 2019-08-02 (from County Portal) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/09b293e309e54cc793bd1b9f4c1f0e4e/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	Partially - Orange County Only, combine with adjacent layers	In compliance	In compliance	
33	32	RAMNA	Geographic Context	County Parcels	County of Riverside	Individual Counties	Parcel data to replace current Parcel Assessor data. Simplified schema.	https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/CountyofRiverside::parcels-3/explorer?location=33.759033%2C-116.269070%2C16.82	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-21 (from County Portal) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	Partially - Riverside County Only, combine with adjacent layers	In compliance	In compliance	

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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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33	RAMNA	Geographic Context	County Parcels	County of Imperial	Individual Counties	Parcel data for Imperial County.	https://services7.arcgis.com/RomaVqgOzKczDNqd/arcgis/rest/services/Parcels_APN/FeatureServer/0	Available via public feature service	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	Partially - Imperial County Only, combine with adjacent layers	In compliance	In compliance
34															
34	Other/Data for State Grants	Geographic Context	Supervisory Districts - SCAG Region	DataWarehouse.SDEADMIN.Supervisory_boudary_scag	SCAG	This feature dataset represents the SCAG region supervisor districts. It was updated in accordance to the 2020 US Census and the policy and procedure that guide redistricting.	https://hub.scag.ca.gov/datasets/b777086acf664d3886d783410c7e971c_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2023-09-7 Authorship: N/A Geographic Unit of Accuracy: Supervisorial District Methodology for Data Development: N/A Anticipated Timeline for Regular Updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - Regional	In compliance	In compliance
35															
35	RAMNA	Geographic Context	Tribal Land Boundaries	BIA AIAN National LAR	U.S. Bureau of Indian Affairs	The purpose of the American Indian and Alaska Native Land Area Representation (AIAN-LAR) Geographic Information System (GIS) dataset is to depict the external extent of federal Indian reservations and the external extent of associated land held in "trust" by the United States, "restricted fee" or "mixed ownership" status for federally recognized tribes and individual Indians. This dataset includes other land area types such as Public Domain Allotments, Dependent Indian Communities and Homesteads. This GIS Dataset is prepared strictly for illustrative and reference purposes only and should not be used, and is not intended for legal, survey, engineering or navigation purposes.No warranty is made by the Bureau of Indian Affairs (BIA) for the use of the data for purposes not intended by the BIA.	https://bia-geospatial-internal.geoplatform.gov/indianlands/	Available via public feature service (need login)	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: Kind of Anticipated timeline for regular updates: The LAR dataset is currently being modernized and will be updated later in 2024 with a regular update schedule.(from website) Metadata: Found in shapefile	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
36															
36	Other/Data for State Grants	Geographic Context	USA Census 2020 Redistricting - Tract	Tracts	U.S. Census Bureau	This layer contains 2020 Decennial Census data at the census tract level for all states plus DC and Puerto Rico. The attributes come from the 2020 Public Law 94-171 (P.L. 94-171) tables.	https://hub.scag.ca.gov/datasets/1e79a179497041bb883bcf6da64839c3_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2022-02-3 Authorship: N/A Geographic Unit of Accuracy: Census Tract Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/1e79a179497041bb883bcf6da64839c3/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Nationwide	In compliance	In compliance
37															
37	RAMNA	Geographic Context	Zip Codes	TIGER/Line Shapefile, 2019, 2010 nation, U.S., 2010 Census 5-Digit ZIP Code Tabulation Area (ZCTA5) National	USPS	U.S. ZIP Code Boundaries represents five-digit ZIP Code areas used by the U.S. Postal Service to deliver mail more effectively. The first digit of a five-digit ZIP Code divides the United States into 10 large groups of states (or equivalent areas) numbered from 0 in the Northeast to 9 in the far West. Within these areas, each state is divided into an average of 10 smaller geographical areas, identified by the second and third digits. These digits, in conjunction with the first digit, represent a Sectional Center Facility (SCF) or a mail processing facility area. The fourth and fifth digits identify a post office, station, branch or local delivery area.	https://catalog.data.gov/dataset/tiger-line-shapefile-2019-2010-nation-u-s-2010-census-5-digit-zip-code-tabulation-area-zcta5-na	Available via public feature service	Meets some metadata requirements Last updated: 2019-10-04 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://catalog.data.gov/harvest/object/be9bd657-e9da-4a63-b819-3d8badf23200	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
38															
38	RAMNA	Habitat and Biodiversity	Aquatic Biodiversity Summary - ACE [ds2768]	Aquatic Biodiversity Summary - ACE [ds2768]	CDFW	For more information, see the Aquatic Biodiversity Index Factsheet at https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=150856 .The California Department of Fish and Wildlife's (CDFW) Areas of Conservation Emphasis (ACE) is a compilation and analysis of the best-available statewide spatial information in California on biodiversity, rarity and endemism, harvested species, significant habitats, connectivity and wildlife movement, climate vulnerability, climate refugia, and other relevant data (e.g., other conservation priorities such as those identified in the State Wildlife Action Plan (SWAP), stressors, land ownership). The ACE maps and data can be viewed in the ACE online map viewer, or downloaded for use in ArcGIS. For more detailed information see https://www.wildlife.ca.gov/Data/Analysis/ACE and https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=24326 .	https://lab.data.ca.gov/dataset/aquatic-biodiversity-summary-ace-ds2768	Available via public feature service	Meets some metadata requirements Last updated: 2020-02-04 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://map.dfg.ca.gov/metadata/ds2739.html?5.80.281	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
39															

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	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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40	39	RAMNA	Habitat and Biodiversity	Areas of Conservation Emphasis - Climate Resilience	Terrestrial Climate Change Resilience	CDFW	Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), version 3.0.	https://nm.dfg.ca.gov/FileHandler.ashx?DocumentID=150836&inline	Available via public feature service	Meets some metadata requirements Last updated: 2018-2-22 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: Available Anticipated timeline for regular updates: unknown	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
41	40	RAMNA	Habitat and Biodiversity	Areas of Special Biological Significance	Areas of Special Biological Significance	State Water Board	State Water Quality Protection Areas (SWQPA), formerly known as Areas of Special Biological Significance (ASBS) limit water quality impacts by prohibiting point source and storm drain discharges in nonterrestrial marine and estuarine areas.	https://www.waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml	Available via public feature service	Meets some metadata requirements Last updated: 2022-04-07 (from website) Authorship: CA Nature Data Team (point of contact) Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: varies Metadata: https://www.arcgis.com/sharing/rest/content/items/9874e050ef5c448c9880d00cb07967a1/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
42	41	RAMNA	Habitat and Biodiversity	Black Mountain Conservation Bank	Conservation and Mitigation Banks [ds2782]	Mitigation Service Banks	A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. Conservation (Endangered Species) Banking A conservation bank generally protects threatened and endangered species and habitat. Credits are established for the specific sensitive species that occur on the site. Conservation banks help to consolidate small, fragmented sensitive species compensation projects into large contiguous preserves which have much higher wildlife habitat values. Other agencies that typically participate in the regulation and approval of conservation banks are the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration-National Marine Fisheries Service. Mitigation (Wetlands) Banking A mitigation bank protects, restores, creates, and enhances wetland habitats. Credits are established to compensate for unavoidable wetland losses. Use of mitigation bank credits must occur in advance of development, when the compensation cannot be achieved at the development site or would not be as environmentally beneficial. Mitigation banking helps to consolidate small, fragmented wetland mitigation projects into large contiguous preserves which will have much higher wildlife habitat values. Mitigation banks are generally approved by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency.	https://map.dfg.ca.gov/metadata/ds2782.html?5.76.22 https://wilderness.net/visit-wilderness/gis-gps.php	Available via public feature service	Meets some metadata requirements Last updated: 2022-11-15 Authorship: California Department of Fish and Wildlife Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://www.arcgis.com/sharing/rest/content/items/3ad509bf16be4e3e962251ca8740eabe/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
43	42	RAMNA	Habitat and Biodiversity	BLM National Designated Areas of Critical Environmental Concern	BLM Natl Designated Areas of Critical Environmental Concern Polygons	United States Bureau of Land Management	This polygon feature class shows the spatial extent and boundaries of Areas of Critical Environmental Concern that have become officially designated by the BLM. In general, the ACEC dataset defines areas within the public lands where special management attention is required to protect and prevent irreparable damage to important historic, cultural, or scenic values, fish and wildlife resources or other natural systems or processes, or to protect life and safety from natural hazards. The Implementation Guide represents the official national dataset from which this dataset was derived.	https://gdp-blm-egis.hub.arcgis.com/datasets/11c9e34831c7446a8202b334bc64898a/about	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-15 Authorship: BLM Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://www.arcgis.com/sharing/rest/content/items/11c9e34831c7446a8202b334bc64898a/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - multiple states	In compliance	In compliance	

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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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43	RAMNA	Habitat and Biodiversity	CA State Wildlife Action Plan - Terrestrial Targets - 2015	SWAP Terrestrial Targets - 2015 [ds1966]	CDFW	This data set was created to describe the spatial extent of targets for the 2015 California State Wildlife Action Plan (SWAP) Update. The California State Wildlife Action Plan (SWAP) is required under the State and Tribal Wildlife Grants Program (SWG) to allow states and territories to receive Federal grant funds. It is a comprehensive vision for wildlife conservation initially completed in 2005 and updated in 2015. The GIS data for SWAP are divided into two areas - terrestrial (vegetation macrogroup based) and aquatic(watershed based)data. This file contains the terrestrial targets.	https://data.ca.gov/dataset/swap-terrestrial-targets-2015-ds1966	Available via public feature service	Meets some metadata requirements Last updated: 2018-02-01 Authorship: Diane Mastalir Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://map.dfg.ca.gov/metadata/DS1966.html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
44	RAMNA	Habitat and Biodiversity	Calfish Passage Assessment Database		Calfish	The Passage Assessment Database (PAD) is an ongoing map-based inventory of known and potential barriers to anadromous fish in California, compiled and maintained through a cooperative interagency agreement.	https://www.calfish.org/programsdata/habitatandbarriers/calforniafishpassageassessmentdatabase.aspx	Available via public feature service	Meets some of the metadata requirements Last updated: 2023-08-31 Authorship: Anne Elston Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:Automatic metadata update (2023-09-11) https://map.dfg.ca.gov/metadata/DS0069.html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
45	RAMNA	Habitat and Biodiversity	California Conservation Easements		California Protected Areas Database	The California Conservation Easement Database (CCED) contains data about conservation easement lands. Lands are under easement with governments, non-profits and private entities. Easement types include conservation, agricultural, forest, and home owner association protected areas. Utility, right-of-way, and other maintenance easements are not included. Data includes all known easements in California. Easements are typically defined by the entire parcel, though easements typically only cover a portion of the parcel. Data is known to be incomplete and include errors. Data has been compiled from existing datasets and thus accuracy varies greatly between areas.	https://www.calands.org/cced/	Available via public feature service	Meets some metadata requirements Last updated: 2023-06 Authorship: California Conservation Easement Database CCED Geographic Unit of Accuracy: Parcels or portion of parcels. Data is known to be incomplete and include errors. Data has been compiled from existing datasets and thus accuracy varies greatly between areas. Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: Found within the shapefile	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
46	RAMNA	Habitat and Biodiversity	California Desert Conservation Area (CDCA) Plan Area	Desert Renewable Energy Conservation Planning Boundary [ds501]	Desert Renewable Energy Conservation Plan (DRECP)	California Desert Conservation Area (CDCA) Plan Boundary. As defined in Section 601 of the FLPMA, the CDCA is a 25-million-acre expanse of land in Southern California designated by Congress in 1976 through the FLPMA. About 10 million acres of the CDCA are administered by BLM under its CDCA Plan.	https://data.ca.gov/dataset/desert-renewable-energy-conservation-planning-boundary-ds501	Available via public feature service	Meets some metadata requirements Last updated: 2018-02-26 Authorship: BLM Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://drecp.databasin.org/datasets/c9c8208ef09e48249c9cf989b0aa2e1d/layers/d55be057cbc54302b186372400083202/metadata/original/	In compliance	In compliance	In compliance	Partially - desert parts only	In compliance	In compliance	
47	RAMNA	Habitat and Biodiversity	California Protected Areas Holdings	Protected Areas (SuperUnits) by Agency Level	California Protected Areas Database	Super Units displayed by agency level (Federal, Non Profit, State, Special District, County, City, or Private). The California Protected Areas Database (CPAD) is a GIS inventory of all protected park and open space lands in California. Learn more at www.calands.org . CPAD is managed and published by the non profit GreenInfo Network.	https://data.cnra.ca.gov/dataset/california-protected-areas-database	Available via public feature service	Meets some metadata requirements Last updated: 2021-07-12 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://gis.cnra.ca.gov/arcgis/rest/services/Bo undaries/CPAD_AgencyLevel/MapServer/1/m etadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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49	48	RAMNA	Habitat and Biodiversity	California Protected Areas Holdings	Protected Areas (Units) by Agency Level	California Protected Areas Database	Units displayed by agency level (Federal, Non Profit, State, Special District, County, City, or Private). The California Protected Areas Database (CPAD) is a GIS inventory of all protected park and open space lands in California. Learn more at www.calands.org . CPAD is managed and published by the non profit GreenInfo Network.	https://data.cnra.ca.gov/dataset/california-protected-areas-database	Available via public feature service	Meets some metadata requirements Last updated: 2021-07-12 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://gis.cnra.ca.gov/arcgis/rest/services/Boundaries/CPAD_AgencyLevel/MapServer/2/metadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
50	49	RAMNA	Habitat and Biodiversity	California Protected Areas Holdings	Protected Areas (Holdings) by Agency Level	California Protected Areas Database	Holdings displayed by agency level (Federal, Non Profit, State, Special District, County, City, or Private). The California Protected Areas Database (CPAD) is a GIS inventory of all protected park and open space lands in California. Learn more at www.calands.org . CPAD is managed and published by the non profit GreenInfo Network.	https://data.cnra.ca.gov/dataset/california-protected-areas-database	Available via public feature service	Meets some metadata requirements Last updated: 2021-07-12 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://gis.cnra.ca.gov/arcgis/rest/services/Boundaries/CPAD_AgencyLevel/MapServer/0/metadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
51	50	RAMNA	Habitat and Biodiversity	California Tiger Salamander Connectivity	California Tiger Salamander Range SBA DPS - CWHR A001A [ds2839]	South Coast Wildlands	Vector datasets of CWHR range maps are one component of California Wildlife Habitat Relationships (CWHR), a comprehensive information system and predictive model for California's wildlife. The CWHR System was developed to support habitat conservation and management, land use planning, impact assessment, education, and research involving terrestrial vertebrates in California. CWHR contains information on life history, management status, geographic distribution, and habitat relationships for wildlife species known to occur regularly in California. Range maps represent the maximum, current geographic extent of each species within California. They were originally delineated at a scale of 1:5,000,000 by species-level experts and have gradually been revised at a scale of 1:1,000,000. For more information about CWHR, visit the CWHR webpage (https://www.wildlife.ca.gov/Data/CWHR).	https://data-cdfw.opendata.arcgis.com/datasets/CDFW/california-tiger-salamander-range-sba-dps-cwhr-a001a-ds2839/explore	Available via public feature service	Meets some metadata requirements Last updated: 2019-09-26 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: unknown Metadata: https://map.dfg.ca.gov/metadata/ds2839.html	In compliance	In compliance	In compliance	In compliance - mainly in Santa Barbara	In compliance	In compliance
52	51	RAMNA	Habitat and Biodiversity	CDFW Approved Mitigation Service Areas	CDFW Approved Mitigation Service Areas [ds2659]	CDFW	This data set shows the Service Areas for Mitigation and Conservation Banks for which the California Department of Fish and Wildlife is a signatory.	https://services2.arcgis.com/Uq9r85Pqtm3MFRV/arcgis/rest/services/biosds2659_fpu/FeatureServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2023-01-18 Authorship: Diane Mastalir; GIS Specialist; California Department of Fish and Wildlife Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/5fbb204e364d5a824e660bf379c126/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
53	52	RAMNA	Habitat and Biodiversity	Conservation Plan Boundaries, Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP)	Conservation Plan Boundaries - HCP and NCCP [ds760]	CDFW, USFWS	This data set contains Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) boundaries in California. NCCP's are CDFW approved plans that take a broad based approach to protect habitats and species. The program began in 1991. CDFW and the U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP/HCP participants. For more information on NCCP's please see https://www.wildlife.ca.gov/conservation/planning/nccp .	https://data.ca.gov/dataset/conservation-plan-boundaries-hcp-and-nccp-ds760	Available via public feature service	Meets some metadata requirements Last updated: 2021-08-27 Authorship: California Department of Fish And Wildlife Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/eab447e3e9f340019f00ac1b1640b308/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance

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	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4. Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5. Data depicted will not be altered from their original source.	A6. Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7. Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8. Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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53	53	RAMNA	Habitat and Biodiversity	Corps Regulatory In-Lieu Fee & Bank Information Tracking System	Bank Footprint	Mitigation Service Banks	RIBITS (Regulatory In lieu fee and Bank Information Tracking System) was developed by the U.S. Army Corps of Engineers to track mitigation banking and in-lieu fee (ILF) program activities across the United States. RIBITS includes information regarding banks and ILF program sites, associated documents, mitigation credit availability, service areas, and policies and procedures that affect bank and ILF program development and operation.	https://ribits.ops.usace.army.mil/ords/f?p=107:158::::	Available via public feature service	Meets some metadata requirements. Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
54	54	RAMNA	Habitat and Biodiversity	Desert Tortoise Connectivity	Desert Tortoise Connectivity Modeling for the California Desert Linkage Network [ds844]	BLM and The Wildlands Conservancy	This data represents potential cores and patches of breeding habitat Desert tortoise (Gopherus agassizii). To delineate potential cores and patches for desert tortoise we took a slightly different approach using the habitat model developed by Nussear et al. (2009) as the primary model input using scores of .6 and above from the Maxent Model. The other primary input to the analysis is home range or territory size. Thus, this analysis was only conducted if this information was available for the focal species. Potential breeding habitat was classified into two size classes. A potential core was defined as a continuous area of suitable habitat large enough to sustain at least 50 individuals. Potential cores are probably capable of supporting the species for several generations (although with erosion of genetic material if isolated). A breeding patch was defined as an area of suitable habitat large enough to support successful reproduction by a pair of individuals (perhaps more if home ranges overlap greatly), but smaller than a potential core area. Patches are useful to the species if the patches are linked via dispersal to other patches and core areas. For more information about the creation and utilization of this data, please see the report "A Linkage Network for the California Deserts" at http://www.scwildlands.org/reports/Default.aspx	https://map.dfg.ca.gov/metadata/ds0844.html?5.66.18	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-14 Authorship: Michael Burroughs Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://map.dfg.ca.gov/metadata/ds0141.html	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
55	55	RAMNA	Habitat and Biodiversity	Desert Tortoise Recovery Areas	Desert Tortoise Final Critical Habitat - USFWS [ds141]	USFWS	To provide the user with a general idea of areas where final critical habitat for desert tortoise (Gopherus agassizii) occur based on the description provided in the Federal Register. The geographic extent includes Mohave County, Arizona ; Washington County, Utah ; Clark and Lincoln Counties, Nevada ; and Imperial, Kern, Los Angeles, Riverside and San Bernardino Counties, California.	https://map.dfg.ca.gov/metadata/ds0141.html	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-14 Authorship: Michael Burroughs Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://map.dfg.ca.gov/metadata/ds0141.html	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance
56	56	RAMNA	Habitat and Biodiversity	Ecoregion Sections & Subsections	Ecological Sections	USFS	This map displays the ecological division by color while delineating ecological provinces, sections and subsections for the conterminous United States. It is intended to provide a reference map of the ecological boundaries. More information of this data set can be found at the FSGeoData Clearinghouse (http://fsgeodata.fs.fed.us/other_resources/ecosubregions.html).	https://data.fs.usda.gov/geodata/edw/datasets.php?datasetCategory=geoscientificinformation	Available via public feature service	Meets some metadata requirements Last updated: 2007 Authorship: David T. Cleland Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: https://datasin.org/datasets/3dde7d12df44430998f1fceb48c5f6f5/layers/cd9988e2bd104487ad562c0ffc988c47/metadata/original/	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
57	57	RAMNA	Habitat and Biodiversity	Ecoregion Sections & Subsections	Ecological Subsections	USFS	This map displays the ecological division by color while delineating ecological provinces, sections and subsections for the conterminous United States. It is intended to provide a reference map of the ecological boundaries. Brief descriptions of the section map units provide an abstract primarily of the climate, physiographic, and geologic substrate that combine to form ecosystems with distinctive vegetation and other unique ecological characteristics. More information of this data set can be found at the FSGeoData Clearinghouse (http://fsgeodata.fs.fed.us/other_resources/ecosubregions.html).	https://data.fs.usda.gov/geodata/edw/datasets.php?datasetCategory=geoscientificinformation	Available via public feature service	Meets some metadata requirements Last updated: Updated with ECOMAP 2007 Authorship: Hazel Gordon Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: https://datasin.org/datasets/3dde7d12df44430998f1fceb48c5f6f5/layers/cd9988e2bd104487ad562c0ffc988c47/metadata/original/	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
58	58	RAMNA	Habitat and Biodiversity	Ecoregion Sections & Subsections	Ecological Subsections	USFS	This map displays the ecological division by color while delineating ecological provinces, sections and subsections for the conterminous United States. It is intended to provide a reference map of the ecological boundaries. Brief descriptions of the section map units provide an abstract primarily of the climate, physiographic, and geologic substrate that combine to form ecosystems with distinctive vegetation and other unique ecological characteristics. More information of this data set can be found at the FSGeoData Clearinghouse (http://fsgeodata.fs.fed.us/other_resources/ecosubregions.html).	https://data.fs.usda.gov/geodata/edw/datasets.php?datasetCategory=geoscientificinformation	Available via public feature service	Meets some metadata requirements Last updated: Updated with ECOMAP 2007 Authorship: Hazel Gordon Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: https://datasin.org/datasets/3dde7d12df44430998f1fceb48c5f6f5/layers/cd9988e2bd104487ad562c0ffc988c47/metadata/original/	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance

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	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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59	58	RAMNA	Habitat and Biodiversity	Essential Connectivity Areas - California Essential Habitat Connectivity Project	Essential Connectivity Areas - California Essential Habitat Connectivity (CEHC) [ds620]	CDFW	The Essential Connectivity Map shows a statewide network of 850 relatively intact Natural Landscape Blocks (ranging in size from 2,000 to about 3.7 million acres) connected by 192 Essential Connectivity Areas (Table 3.1). There are fewer Essential Connectivity Areas than Natural Landscape Blocks, because each Essential Connectivity Area serves to connect at least two, and as many as 15 Natural Landscape Blocks. Due to the broad, statewide nature of this map, and its focus on connecting very large blocks of mostly protected natural lands, the network omits many areas that are important to biological conservation. The purpose of the map is to focus attention on large areas important to maintaining ecological integrity at the broadest scale. Natural areas excluded from this broad-brush Essential Connectivity Network can therefore not be "written off" as unimportant to connectivity conservation or to sustaining California's natural heritage.	https://data.cnra.ca.gov/dataset/essential-connectivity-areas-california-essential-habitat-connectivity-cehc-ds620	Available via public feature service	Meets some metadata requirements Last updated: 2014-04-28 (meta data updated) Authorship: Greg Ewing Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://map.dfg.ca.gov/metadata/ds0620.html ?5.66.18	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
60	59	RAMNA	Habitat and Biodiversity	Essential Fish Habitat - Habitat Areas of Particular Concern	NMFS_WCR_ESA_Critical_Habitat_line	NOAA Fisheries	The National Marine Fisheries Service's (NMFS) West Coast Region (WCR) publishes this service for Endangered Species Act (ESA) critical habitat spatial data. Official critical habitat boundaries may include regulatory text that modifies or clarifies maps and spatial data. Proposed rules, final rules, and the CFR also describe any areas that are excluded from critical habitat or otherwise not part of critical habitat (e.g., ineligible areas), some of which have not been clipped out of the spatial data.	https://maps.fisheries.noaa.gov/portal/home/item.html?id=2abcff6b1cf14dcd499cbd5492b1c404	Available via public feature service	Meets some metadata requirements Last updated: 2021-03-10 Authorship: NOAA Fisheries / Office of Habitat Conservation / Habitat Protection Division Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
61	60	RAMNA	Habitat and Biodiversity	Essential Fish Habitat - Habitat Areas of Particular Concern	NMFS_WCR_ESA_Critical_Habitat_poly	NOAA Fisheries	The National Marine Fisheries Service's (NMFS) West Coast Region (WCR) publishes this service for Endangered Species Act (ESA) critical habitat spatial data. Official critical habitat boundaries may include regulatory text that modifies or clarifies maps and spatial data. Proposed rules, final rules, and the CFR also describe any areas that are excluded from critical habitat or otherwise not part of critical habitat (e.g., ineligible areas), some of which have not been clipped out of the spatial data.	https://maps.fisheries.noaa.gov/portal/home/item.html?id=2abcff6b1cf14dcd499cbd5492b1c404	Available via public feature service	Meets some metadata requirements Last updated: 2021-03-10 Authorship: NOAA Fisheries / Office of Habitat Conservation / Habitat Protection Division Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
62	61	RAMNA	Habitat and Biodiversity	Fish Critical Habitat Areas	NMFS_WCR_ESA_Critical_Habitat	NOAA Fisheries	The National Marine Fisheries Service's (NMFS) West Coast Region (WCR) publishes this service for Endangered Species Act (ESA) critical habitat spatial data. Official critical habitat boundaries may include regulatory text that modifies or clarifies maps and spatial data. Proposed rules, final rules, and the CFR also describe any areas that are excluded from critical habitat or otherwise not part of critical habitat (e.g., ineligible areas), some of which have not been clipped out of the spatial data.	https://maps.fisheries.noaa.gov/server/rest/services/WCR_ESA_Critical_Habitat/MapServer	Available via public feature service	Meets some metadata requirements Last updated: 2023-08-11 (From website) Authorship: NOAA National Marine Fisheries Service, West Coast Region Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://maps.fisheries.noaa.gov/portal/sharing/rest/content/items/2abcff6b1cf14dcd499cbd5492b1c404/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - west coast	In compliance	In compliance	
63	62	RAMNA	Habitat and Biodiversity	Fish Passage Priorities	Fish Passage Priorities - CDFW - 2019 [ds2868]	CDFW	To display the 2019 California Department of Fish and Wildlife's list of anadromous fish passage statewide anadromous priority barriers for removal. This statewide list of priority barriers is based on significance to fish migration and is independent of who manages or is responsible for the stream crossing.	https://gis.data.ca.gov/datasets/edd4fb848463450f95496adc2d255938_0/about	Available via public feature service	Meets some metadata requirements Last updated: 2020-04-23 Authorship: Anne Elston Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/edd4fb848463450f95496adc2d255938/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
64	63	RAMNA	Habitat and Biodiversity	Landscape Blocks for the California Desert Linkage Network [DS823]	Landscape Blocks for the California Desert Linkage Network [ds823]	BLM and The Wildlands Conservancy	The primary objective of this effort is to identify lands essential to maintain or restore functional connectivity among wildlands for all species or ecological processes of interest in the California deserts and as a vital adaptation strategy to conserve biodiversity during climate change.	https://services2.arcgis.com/Uq9r85Pqtgm3MFRV/arcgis/rest/services/biosds823_fpu/FeatureServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2014-03-24 Authorship: Kristeen Penrod Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: not planned Metadata: https://map.dfg.ca.gov/metadata/ds0823.html ?5.66.18	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P		
ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.		
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64	RAMNA	Habitat and Biodiversity	Linkage Design for the California Desert Linkage Network [DS822]	Linkage Design for the California Desert Linkage Network [DS822]	BLM and The Wildlands Conservancy	The primary objective of this effort is to identify lands essential to maintain or restore functional connectivity among wildlands for all species or ecological processes of interest in the California deserts and as a vital adaptation strategy to conserve biodiversity during climate change.	https://services2.arcgis.com/Uq9r85PqIgm3MIRV/arcgis/rest/services/biosds822_fpu/FeatureServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2014-03-24 Authorship: Kristeen Penrod Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: not planned Metadata: https://map.dfg.ca.gov/metadata/ds0823.html ?5.66.18	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	In compliance	
65																	
66	Other/Data for State Grants	Habitat and Biodiversity	NLCD Tree Canopy	NLCD Tree Canopy 2021	USGS	The USDA Forest Service (USFS) builds two versions of percent tree canopy cover data, in order to serve needs of multiple user communities. These datasets encompass conterminous United States (CONUS), Coastal Alaska, Hawaii, and Puerto Rico and U.S. Virgin Islands (PRUSVI). The two versions of data within the v2021-4 TCC product suite include: The initial model outputs referred to as the Science data; And a modified version built for the National Land Cover Database and referred to as NLCD data. The NLCD product suite includes data for years 2011, 2013, 2016, 2019 and 2021. The Science and NLCD tree canopy cover data are accessible for multiple user communities, through multiple channels and platforms. For information on the Science data and processing steps see the Science metadata. Information on the NLCD data and processing steps are included here.	https://www.mrlc.gov/data/nlcd-2021-tree-canopy-cover-conus	Available via public web map service	Meets some metadata requirements Last updated: 2023-04-01 Authorship: USDA Forest Service Geographic Unit of Accuracy: 30 meters Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://www.mrlc.gov/downloads/sciweb1/shared/mrlc/metadata/nlcd_tcc_conus_2021_v2021-4.tif.xml	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	In compliance	
66																	
67	RAMNA	Habitat and Biodiversity	Northern Sierra Nevada Foothills Wildlife Connectivity Project	NSNF - Wildlife Linkages - CDFW [ds1005]	CDFW	The 246 linkages represent paths for wildlife movement identified by the northern Sierra Nevada foothills wildlife connectivity project. The linkages were developed through modeling suitable habitat and conducting patch analysis for 30 focal species, as well as conducting least-cost corridor analysis for 9 focal passage species. The linkages identify the least-cost route for 9 focal passage species between blocks of protected lands (landscape blocks), and incorporate habitat patches for 21 focal corridor dwellers (species that may take more than one generation to move through a corridor).	https://gis.data.ca.gov/datasets/CDFW:nsnf-wildlife-linkages-cdfw-ds1005/about	Available via public feature service	Meets some metadata requirements Last updated: 2014-06-10 Authorship: Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/b2383a7220f94d899f898a0607632089/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	In compliance	
67																	
68	RAMNA	Habitat and Biodiversity	Potential Riparian Connections – California Essential Habitat Connectivity Project	Potential Riparian Connections - CEHC [ds622]	CDFW	These potential riparian connections were added to illustrate the contribution of streams and rivers in providing additional avenues for terrestrial and aquatic connectivity to the network of Natural Landscape Blocks and Essential Connectivity Areas developed for the California Essential Habitat Connectivity Project.	https://gis.data.ca.gov/datasets/e32a345078884255900e02e0f43b51d9	Available via public feature service	Meets some metadata requirements Last updated: 2003-09-01 Authorship: Monica Parisi Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: unknown Metadata: https://map.dfg.ca.gov/metadata/ds0622.html ?5.66.18	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	In compliance	
68																	
69	RAMNA	Habitat and Biodiversity	South Coast Missing Linkages (ds419)	South Coast Missing Linkages [ds419]	South Coast Wildlands	A Linkage Design addresses the potential movement needs for several focal species. For more details on the methods used for creating each Linkage Design refer to the individual linkage reports at http://www.scwildlands.org/reports.aspx This 'Linkage Designs' feature class delineates the outer-boundaries of 12 critical landscape linkages identified by the South Coast Missing Linkages Project.	https://map.dfg.ca.gov/metadata/ds0419.html	Available via public feature service	Meets some metadata requirements Last updated: 2008-12-02 Authorship: Kristeen Penrod Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: irregular Metadata: https://map.dfg.ca.gov/metadata/ds0419.html	In compliance	In compliance	In compliance	In compliance - Southern CA	In compliance	In compliance	In compliance	
69																	
70	RAMNA	Habitat and Biodiversity	SWAP Terrestrial Targets – 2015	SWAP Terrestrial Targets - 2015 [ds1966]	CDFW	TO USE THIS DATA SET: Instructions are available at "https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=149561" This data set was created to describe the spatial extent of targets for the 2015 California State Wildlife Action Plan (SWAP) Update. The California State Wildlife Action Plan (SWAP) is required under the State and Tribal Wildlife Grants Program (SWG) to allow states and territories to receive Federal grant funds. It is a comprehensive vision for wildlife conservation initially completed in 2005 and updated in 2015. The GIS data for SWAP are divided into two areas - terrestrial (vegetation macrogroup based) and aquatic(watershed based)data. This file contains the terrestrial targets.	https://data.ca.gov/dataset/swap-terrestrial-targets-2015-ds1966	Available via public feature service	Meets some metadata requirements Last updated: 2018-02-01 Authorship: Diane Mastalir Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://map.dfg.ca.gov/metadata/ds1966.html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	In compliance	
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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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70	RAMNA	Habitat and Biodiversity	Terrestrial Biodiversity Summary – ACE [ds2739]	Terrestrial Biodiversity Summary - ACE [ds2739]	CDFW	Terrestrial Biodiversity Summary, Areas of Conservation Emphasis (ACE), version 3.0. The Terrestrial Biodiversity Summary is a compilation of the best available information on terrestrial species biodiversity in California, including amphibians, birds, mammals, plants, and reptiles, for the California Department of Fish and Wildlifes (CDFW) Areas of Conservation Emphasis Project (ACE). It is one component, together with Aquatic Biodiversity, of overall species biodiversity in California.	https://map.dfg.ca.gov/metadata/ds2739.html?5.80.28l	Available via public feature service	Meets some metadata requirements Last updated: 2020-02-21 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://map.dfg.ca.gov/metadata/ds2739.html?5.80.28l	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
71	RAMNA	Habitat and Biodiversity	Terrestrial Connectivity – ACE [ds2734]	Terrestrial Connectivity - ACE [ds2734]	CDFW	Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), version 3.1. Last updated 08/21/2019. The Terrestrial Connectivity dataset is one of the four key components of the California Department of Fish and Wildlifes (CDFW) Areas of Conservation Emphasis (ACE) suite of terrestrial conservation information along with terrestrial Biodiversity, Significant Habitats, and Climate Resilience.	https://data.cnra.ca.gov/dataset/terrestrial-connectivity-ace/ds2734	Available via public feature service	Meets some metadata requirements Last updated: 2019-08-21 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/220f0ea2d0fa403ca8104871c4a88638/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
72	RAMNA	Habitat and Biodiversity	USFWS Critical Habitat		USFWS	When a species is proposed for listing as endangered or threatened under the Endangered Species Act, the U.S. Fish and Wildlife Service must consider whether there are areas of habitat believed to be essential the species' conservation. Those areas may be proposed for designation as "critical habitat." Critical habitat is a term defined and used in the Act. It is a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery. An area is designated as "critical habitat" after the Service publishes a proposed Federal regulation in the Federal Register and receives and considers public comments on the proposal. The final boundaries of the critical habitat are also published in the Federal Register. Critical habitat are areas considered essential for the conservation of a listed species. Federal agencies are required to consult with the U.S. Fish and Wildlife Service on actions they carry out, fund, or authorize to ensure that their actions will not destroy or adversely modify critical habitat. These areas provide notice to the public and land managers of the importance of these areas to the conservation of a listed species. Special protections and/or restrictions are possible in areas where Federal funding, permits, licenses, authorizations, or actions occur or are required.	https://www.fws.gov/project/critical-habitat	Available via public feature service	Meets some metadata requirements Last updated: 2020-05-13 Authorship: U.S. Fish and Wildlife Service ECOS Development Team Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: Found within Shapefile	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
73	RAMNA	Habitat and Biodiversity	Vegetation Geospatial Data for the Advance Mitigation Needs Assessment (multiple layers & years)	Calveg Zones - Ecoregions	Caltrans SAMNA	This polygon layer consists of boundaries for the ecological tile units and CALVEG (Classification and Assessment with Landsat of Visible Ecological Groupings) zone units currently being used to tile the EVEG (existing vegetation) dataset.	https://www.fs.usda.gov/detail/r5/landmanagement/resourcemanagement/?cid=steiprdb5347192	Available via public feature service	Meets some metadata requirements Last updated: 2023-02-01 Authorship:N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://apps.fs.usda.gov/arcx/rest/services/EDW/EDW_ExistingVegetationRegion05_01/MapServer/11/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
74	RAMNA	Habitat and Biodiversity	Vegetation Geospatial Data for the Advance Mitigation Needs Assessment (multiple layers & years)	California Vegetation - WHR13 Types	Caltrans SAMNA	The California Department of Forestry and Fire Protection's CALFIRE Fire and Resource Assessment Program (FRAP), in cooperation with California Department of Fish and Wildlife VegCamp program and extensive use of USDA Forest Service Region 5 Remote Sensing Laboratory (RSL) data, has compiled the "best available" land cover data available for California into a single comprehensive statewide data set. The data span a period from approximately 1990+.	https://map.dfg.ca.gov/metadata/ds1327.html	Available via public feature service	Meets some metadata requirements Last updated: 2022-06-02 (from AGOL) Authorship:N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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75	RAMNA	Habitat and Biodiversity	Vegetation Geospatial Data for the Advance Mitigation Needs Assessment (multiple layers & years)	Calveg South Coast	Caltrans SAMNA	This Existing Vegetation (Eveg) polygon feature class is a CALVEG (Classification and Assessment with LANDSAT of Visible Ecological Groupings) map product from a scale of 1:24,000 to 1:100,000. The geographic extent entails the northeastern portion of CALVEG Zone 7, the South Coast. Source imagery for this layer ranges from the year 2002 to 2010. Metadata can be found here: https://data.fs.usda.gov/geodata/edw/edw_resources/meta/S_USA.EVMid_R05_SouCoast.xml	https://www.fs.usda.gov/detail/r5/landmanagement/resource/management/?cid=stelpdb5347192	Available via public feature service	Meets some metadata requirements Last updated: 2018-01-18 Authorship:Nelson, Brewer, and Solem Geographic Unit of Accuracy: accurate only at certain scales, horizontal geospatial positioning accuracy for EVMid: +- 166 ft Methodology for Data Development: N/A Anticipated timeline for regular updates: As needed Metadata: https://data.fs.usda.gov/geodata/edw/edw_resources/meta/S_USA.EVMid_R05_SouCoast.xml	In compliance	In compliance	In compliance	Partially - South Coast Only, combine with adjacent layers	In compliance	In compliance	
76																
76	RAMNA	Habitat and Biodiversity	Vegetation Geospatial Data for the Advance Mitigation Needs Assessment (multiple layers & years)	Calveg South Interior	Caltrans SAMNA	This Existing Vegetation (Eveg) polygon feature class is a CALVEG (Classification and Assessment with LANDSAT of Visible Ecological Groupings) map product from a scale of 1:24,000 to 1:100,000 for CALVEG Zone 8, the South Interior. Source imagery for this layer ranges from the year 2000 to 2008. Metadata description can be found here: https://data.fs.usda.gov/geodata/edw/edw_resources/meta/S_USA.EVMid_R05_SouthInterior.xml	https://www.fs.usda.gov/detail/r5/landmanagement/resource/management/?cid=stelpdb5347192	Available via public feature service	Meets some metadata requirements Last updated: 2021-02-18 Authorship:Nelson, Brewer, and Solem Geographic Unit of Accuracy: accurate only at certain scales, horizontal geospatial positioning accuracy for EVMid: +- 166 ft Methodology for Data Development: N/A Anticipated timeline for regular updates: As needed Metadata: https://data.fs.usda.gov/geodata/edw/edw_resources/meta/S_USA.EVMid_R05_SouthInterior.xml	In compliance	In compliance	In compliance	Partially - South Interior Only, combine with adjacent layers	In compliance	In compliance	
77																
77	RAMNA	Habitat and Biodiversity	Vernal Pools - ACE [ds2732]	Vernal Pools - ACE [ds2732]	CDFW	Vernal Pools, Areas of Conservation Emphasis (ACE), version 3.0. The Terrestrial Significant Habitats dataset is one of the four key components of the California Department of Fish and Wildlife's Areas of Conservation Emphasis (ACE) suite of terrestrial conservation information, along with Terrestrial Biodiversity, Connectivity, and Climate Change Resilience. This data set was developed to support conservation planning efforts by allowing users to spatially evaluate the distribution of terrestrial significant habitats across the landscape. Terrestrial Significant Habitats may include habitats or vegetation types that are the focus of state, national, or locally legislated conservation laws, as well as key habitat areas that are essential to the survival and reproduction of focal wildlife species. The Terrestrial Significant Habitats dataset provides a variety of information on terrestrial habitats synthesized from vegetation and land cover maps. This includes Rare Vegetation Types [ds2722], Oak Woodland Habitat [ds2723], Riparian Habitat [ds2724], Saline Wetlands Habitat [ds2726], and several types of Freshwater Wetlands Habitats [ds2725]. The number of significant habitats in each hexagon is summarized in the Significant Terrestrial Habitat Summary, and a reference to the original vegetation or landcover datasets that map the significant habitat elements is provided for each hexagon.	https://www.arcgis.com/home/item.html?id=631ea41a6a5f41bba4191b04703fc2ed	Available via public feature service	Meets some metadata requirements Last updated: 2020-02-12 Authorship: Melanie Gogol-Prokurat Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: varies Metadata: https://map.dfg.ca.gov/metadata/ds2732.html?5.94.01	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
78																
78	RAMNA	Habitat and Biodiversity	Vernal Pools - South Coast Ranges [ds948]	Vernal Pools - South Coast Ranges [ds948]	USFWS	Vernal pools in five counties along the California central coast (Monterey, San Benito, Santa Barbara, San Luis Obispo, and Ventura counties) were mapped from one-meter resolution digital orthophoto quadrangles from USGS.	https://map.dfg.ca.gov/metadata/ds0948.html?5.61.11	Available via public feature service	Meets some metadata requirements Last updated: 2013-12-13 Authorship: Robert F. Holland, Ph.D. Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:irregular Metadata: https://map.dfg.ca.gov/metadata/ds0948.html?5.61.11	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
79																
79	RAMNA	Habitat and Biodiversity	Wilderness Areas	Wilderness Areas in the United States	Wilderness Connect (University of Montana)	Wilderness areas are federally-owned public lands managed by the federal government through four agencies, the Bureau of Land Management, Fish and Wildlife Service, Forest Service, and National Park Service. When the National Wilderness Preservation System started in 1964, only 54 wilderness areas were included. Since then, the system has grown nearly every year to include more than 800. To learn more about wilderness areas, visit Wilderness Connect, the authoritative source for wilderness information online.	https://umontana.maps.arcgis.com/home/item.html?id=52c7896cdfab4660a595e6f6a7ef0e4d	Available via public feature service	Meets some metadata requirements Last updated: 2023-09-18 Authorship: Lisa Ronald Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: No metadata but some info here https://umontana.maps.arcgis.com/home/item.html?id=52c7896cdfab4660a595e6f6a7ef0e4d	In compliance	Not by regulatory agency	In compliance	In compliance - statewide	In compliance	In compliance	
80																

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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80	Other/Data for State Grants	Vulnerabilities and Resilience	Brownfields		US EPA	EPA's Assessment, Cleanup and Redevelopment Exchange System (ACRES) database, Cleanups in my community (CIMC), DTSC brownfield Memorandum of Agreement (MOA). Superfund site data was obtained from EPA's Superfund Enterprise Management System (SEMS) database	https://www.epa.gov/enviroatlas/enviroatlas-brownfields	In compliance - need to download	Meets some metadata requirements Last updated: 2007-11-02 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.epa.gov/enviroatlas/enviroatlas-brownfields	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	In compliance
81	Other/Data for State Grants	Vulnerabilities and Resilience	CAL FIRE Facilities for Wildland Fire Protection	Facilities	California Department of Forestry and Fire Protection	This dataset includes fire stations and other facilities owned and operated by CALFIRE or by counties or other local government entities. The "Type" of facility includes five categories of Fire Station: * Fire Station - Schedule B (funded by the State for wildland fire protection - commonly referred to as "Schedule B" funding) * Fire Station - Schedule A (funded by a local agency under a cooperative fire agreement with the State) * Fire Station - Schedule A/B (Funded by both the State and by a local agency) * Fire Station - Contract County (funded by the State and operated by the county under contract - referred to as "Greybook" funding) * Fire Station - Local funded and volunteer. Only for some areas. Not exhaustive. Other Types include Sacramento Administration, Region Headquarters, State Fire Marshal Office, Operations Center, Unit Headquarters, Air Attack Base, Helitack Base, Nursery, Conservation Camp, Youth Conservation Camp, Lookout, Communications Site, Combined Communications Site and Lookout, Emergency Command Center, Interagency Emergency Command Center, Equipment Facility, State Forest Visitor Center, Demonstration Site Area, Training Center, Headquarters.	https://hub.scaq.ca.gov/datasets/c53f27c6587c4d92bec3734964b249ab_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2022-02-14 Authorship: California Department of Forestry and Fire Protection, Contract Counties Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/c53f27c6587c4d92bec3734964b249ab/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	In compliance
82	Other/Data for State Grants	Vulnerabilities and Resilience	California Fault Traces	Fault Traces	California Department of Conservation	This data set contains the Alquist-Priolo Earthquake Fault Zones and fault traces as shown on the Official Alquist-Priolo Earthquake Fault Zones Map of the {quadName} quadrangle. The dataset is comprised of polygons that form regulatory zone boundaries (Alquist-Priolo Earthquake Fault Zones), lines that show identified fault traces, and label points and leaderlines for fault trace annotation. These features delineate areas where surface fault rupture previously has occurred, or where local topographic, geological, and geotechnical conditions indicate a potential for permanent ground displacements such that mitigation by avoidance as stated in Public Resources Code Section 2621.5 would be required.	https://hub.scaq.ca.gov/datasets/5feace8c0db41c9b8722e1e886db4bc_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2022-02-14 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/5feace8c0db41c9b8722e1e886db4bc/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	In compliance
83	Other/Data for State Grants	Vulnerabilities and Resilience	California Liquefaction Zones	Liquefaction Zones	California Department of Conservation	This is a digital Seismic Hazard Zone Map presenting areas where liquefaction and landslides may occur during a strong earthquake. Three types of geological hazards, referred to as seismic hazard zones, may be featured on the map: 1) liquefaction, 2) earthquake-induced landslides, and 3) overlapping liquefaction and earthquake-induced landslides. In addition, a fourth feature may be included representing areas not evaluated for liquefaction or earthquake-induced landslides.	https://hub.scaq.ca.gov/datasets/a6a8e69a09534ec7be2328b42aa8fd3d_0/about	Available via public feature service	Meets some metadata requirements. Last Updated: 2022-02-14 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated Timeline for Regular Updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/a6a8e69a09534ec7be2328b42aa8fd3d/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	In compliance
84	RAMNA	Vulnerabilities and Resilience	Fire Hazard Severity Zones in State Responsibility Area	FHSZ in SRA	California Department of Forestry and Fire Protection	CAL FIRE adopted Fire Hazard Severity Zone maps for State Responsibility Areas in November 2007. The maps and related regulations were approved by the Office of Administrative Law.	https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/	Available via public feature service	Meets some metadata requirements Last updated: 2020-01-13 (from website) Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	In compliance
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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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85	Other/Data for State Grants	Vulnerabilities and Resilience	Landslide-Zone Maps		California Geological Survey	The statewide landslide map database shows many of the landslides mapped by CGS and others over the past 50 years. Each feature includes a database record showing at least the source of the original mapping. Landslide areas shown in color have more information available (see explanation button). The source maps for this database have focused on deep-seated landslides, mapping of debris flows is generally much less complete. Updates to the database are continuing, both to include more existing maps and to add current landslides as they occur.	https://www.arcgis.com/home/item.html?id=998ea7bff3854164a5a227edd2c3d0de	In compliance	Meets some metadata requirements Last updated: 2016-04-05; uploaded 2020-07-23 Authorship: Nathaniel Roth, California Geological Survey, Department of Conservation Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: as needed Metadata: https://maps.conservation.ca.gov/cgs/metadata/CaLSI_metadata.html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
86	RAMNA	Vulnerabilities and Resilience	National Flood Hazard Layer	NFHLREST FIRMette - Flood Hazard Zones	Federal Emergency Management Agency	The S_Fld_Haz_Ar table contains information about the flood hazards within the flood risk project area. These zones are used by FEMA to designate the SFHA and for insurance rating purposes. These data are the regulatory flood zones designated by FEMA.	https://www.fema.gov/flood-maps/national-flood-hazard-layer	Available via public feature service	Meets some metadata requirements Last updated: 2021-04-27 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://hazards.fema.gov/gis/nfhl/rest/services/public/NFHL/MapServer/0/metadata (2021) https://hazards.fema.gov/filedownload/metadata/NFHL/NFHL_metadata.xml (2015)	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	
87	Other/Data for State Grants	Vulnerabilities and Resilience	Sea Level Rise	CoSMoS SLR 6.56 ft (2.00m)	USGS	This data contains maximum depth of flooding (cm) in the region landward of the present-day shoreline for the sea-level rise (SLR) and storm condition indicated. The Coastal Storm Modeling System (CoSMoS) makes detailed predictions (meter-scale) over large geographic scales (100s of kilometers) of storm-induced coastal flooding and erosion for both current and future sea-level rise (SLR) scenarios. Projections for CoSMoS v3.1 in Central California include flood-hazard information for the coast from Pt. Conception to the Golden Gate. Outputs include SLR scenarios of 0.0, 0.25, 0.5, 0.75, 1.0, 1.5, 2.0, 2.5, 3.0, and 5.0 meters; storm scenarios include background conditions (astronomic spring tide and average atmospheric conditions) and simulated 1-year/20-year/100-year return interval coastal storms. Methods and processes used in Central California are replicated from and described in O'Neill and others (2018). Please read metadata and inspect output carefully. Data are complete for the information presented. Due to file size constraints, data are available in two parts: part 1 includes SLR conditions 0 - 1.5 m, and part 2 includes SLR conditions 2.0 - 5.0 m. This work is one portion of ongoing modeling efforts for California and the western United States. For more information on CoSMoS implementation, see https://www.usgs.gov/centers/pcm/science/coastal-storm-modeling-system-cosmos	https://caltrans-gis.dot.ca.gov/arcgis/rest/services/HQs/DEA_CoSMoS_SLR/MapServer	Available via public feature service.	Meets some metadata requirements Last updated: 2022-02-07 Authorship: Caltrans/USGS Geographic Unit of Accuracy: 1 meter Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/HQstatedwid/DEA_CoSMoS_SLR/MapServer/6/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
88	Other/Data for State Grants	Vulnerabilities and Resilience	Wildland Urban Interface	Wildland Urban Interface: 2020	US Forest Service	The Wildland-Urban Interface (WUI) is the area where houses meet or intermingle with undeveloped wildland vegetation. This makes the WUI a focal area for human-environment conflicts such as wildland fires, habitat fragmentation, invasive species, and biodiversity decline. Using geographic information systems (GIS), we integrated U.S. Census and USGS National Land Cover Data, to map the Federal Register definition of WUI (Federal Register 66:751, 2001) for the conterminous United States from 1990-2020. These data are useful within a GIS for mapping and analysis at national, state, and local levels. Data are available as a geodatabase and include information such as housing densities for 1990, 2000, 2010, and 2020; wildland vegetation percentages for 1992, 2001, 2011, and 2019; as well as WUI classes in 1990, 2000, 2010, and 2020.	https://www.fs.usda.gov/rds/archive/catalog/RDS-2015-0012-4	Available via public feature service.	Meets some metadata requirements Last updated: 08/09/2023 Authorship: Radeloff, Volker C.; Helmers, David P.; Mockrin, Miranda H.; Carlson, Amanda R.; Hawbaker, Todd J.; Martinuzzi, Sebastián Geographic Unit of Accuracy: N/A Methodology for Data Development: see metadata Anticipated timeline for regular updates: Every 10 years Metadata: https://www.fs.usda.gov/rds/archive/products/RDS-2015-0012-4/_metadata_RDS-2015-0012-4.html	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	
89																

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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
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89	RAMNA	Water Resources	303(d) List of Impaired Waterbodies	Impaired Waters 2014 2016 - State 2014 2016 303d impaired streams	SWRCB	Linear features (i.e., rivers/streams) of water bodies listed as impaired under Clean Water Act section 303(d) in the 2012 listing cycle.	https://gispublic.waterboards.ca.gov/arcgis/rest/services/Water_Quality/Impaired_Waters_2014_2016/MapServer/6	Available via public feature service	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
90															
90	RAMNA	Water Resources	303(d) List of Impaired Waterbodies	Impaired Waters 2014 2016 - State 2014 2016 303d impaired lakes bays	SWRCB	Polygonal features (i.e., lakes/bays/estuaries) of water bodies assessed under Clean Water Act section 303(d) in the 2012 listing cycle.	https://gispublic.waterboards.ca.gov/arcgis/rest/services/Water_Quality/Impaired_Waters_2014_2016/MapServer/Z	Available via public feature service	Meets some metadata requirements Last updated: N/A Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
91															
91	RAMNA	Water Resources	CalWater Hydrologic Areas	DEA CalWater Boundaries - Calwater221	California Department of Water Resources	The California Interagency Watershed Map of 1999 (Calwater 2.2, updated May 2004, "calw221") is the State of California's working definition of watershed boundaries.	https://gispublic.waterboards.ca.gov/portal/home/item.html?id=be2edf6d62f54e7a82594ad7f5464209	Available via public feature service	Meets some metadata requirements Last updated: 2004-05 Authorship: California Department of Forestry and Fire Protection (CDF) Fire and Resource Assessment Program (FRAP) GIS Data Librarian Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: As needed Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_CalWater_Boundaries/MapServer/0/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
92															
92	RAMNA	Water Resources	Coastal Zone and LCP Layer	Coastal Zone (line)	California Coastal Commission	California's Coastal Zone generally extends seaward to the state's outer limit of jurisdiction, including all offshore islands, and inland to approximately 1,000 yards from the mean high tide line (MHTL) of the sea, or in significant coastal estuarine, habitat, and recreational areas to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less. In developed urban areas the zone generally extends inland less than 1,000 yards. This data set represents the landward boundary of California's Coastal Zone. Public Resources Code (PRC) Section 30103(a) specifically defines California's Coastal Zone as that land and water area of the State of California from the Oregon border to the border of the Republic of Mexico depicted on maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting PRC Division 20 (the Coastal Act of 1976).	https://www.coastal.ca.gov/maps/czb/	Available via public feature service	Meets some metadata requirements Last updated: 9/5/2023 Authorship: Greg Benoit (point of contact) Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates:N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
93															
93	RAMNA	Water Resources	Coastal Zone and LCP Layer	Coastal Zone (poly)	California Coastal Commission	Public Resources Code (PRC) Section 30103(a) specifically defines California's Coastal Zone as that land and water area of the State of California from the Oregon border to the border of the Republic of Mexico depicted on maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting PRC Division 20 (the Coastal Act of 1976). The digital version of the CZB created by developing this data is a conformed copy of the official boundary, and in some locations reflects legislative changes and Coastal Commission minor adjustments adopted from time to time since March 1977.	https://caltrans-gis.dot.ca.gov/portal/home/item.html?id=ca91ee52c98d4a4bfc61fe0b085a4ffb	Available via public feature service	Meets some metadata requirements Last updated: 2022-03-08 Authorship: Esther Essoudry (point of contact) Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: varies Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Coastal_Zone_Boundary/MapServer/0/metadata	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
94															
94	RAMNA	Water Resources	National Hydrology Dataset & National Watershed Boundary Dataset	DEA Hydrologic Unit Codes - HUC8 USGS Subbasin	USGS	The Watershed Boundary Dataset (WBD) is a comprehensive aggregated collection of hydrologic unit data consistent with the national criteria for delineation and resolution. This dataset represents the hydrologic unit boundaries to the 12-digit (6th level) for the entire United States. Some areas may also include additional subdivisions representing the 14- and 16-digit hydrologic unit (HU).	https://datagateway.nrcs.usda.gov/catalog/productdescription/wbd.html	Available via public feature service	Meets some metadata requirements Last updated: 2015-12-16 Authorship: USGS Geographic Unit of Accuracy: N/A Methodology for Data Development: Kind of Anticipated timeline for regular updates: As needed Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Hydrologic_Unit_Codes/MapServer/2/metadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance
95															

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ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
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95	RAMNA	Water Resources	National Hydrology Dataset & National Watershed Boundary Dataset	DEA Hydrologic Unit Codes - HUC10 USGS Watershed	USGS	The Watershed Boundary Dataset (WBD) is a comprehensive aggregated collection of hydrologic unit data consistent with the national criteria for delineation and resolution. It defines the areal extent of surface water drainage to a point except in coastal or lake front areas where there could be multiple outlets as stated by the "Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD)" "Standard" (http://pubs.usgs.gov/tm/11/a3/). Watershed boundaries are determined solely upon science-based hydrologic principles, not favoring any administrative boundaries or special projects, nor particular program or agency.	https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Hydrologic_Unit_Codes/MapServer/1	Available via public feature service	Meets some metadata requirements Last updated: 2015-12-16 Authorship: USGS Geographic Unit of Accuracy: N/A Methodology for Data Development: Kind of Anticipated timeline for regular updates: As needed Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Hydrologic_Unit_Codes/MapServer/1/metadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
96	RAMNA	Water Resources	National Hydrology Dataset & National Watershed Boundary Dataset	DEA Hydrologic Unit Codes - HUC12 USGS Subwatershed	USGS	The Watershed Boundary Dataset (WBD) is a comprehensive aggregated collection of hydrologic unit data consistent with the national criteria for delineation and resolution. It defines the areal extent of surface water drainage to a point except in coastal or lake front areas where there could be multiple outlets as stated by the "Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD)" "Standard" (http://pubs.usgs.gov/tm/11/a3/). Watershed boundaries are determined solely upon science-based hydrologic principles, not favoring any administrative boundaries or special projects, nor particular program or agency. This dataset represents the hydrologic unit boundaries to the 12-digit (6th level) for the entire United States. Some areas may also include additional subdivisions representing the 14- and 16-digit hydrologic unit (HU). At a minimum, the HUs are delineated at 1:24,000-scale in the conterminous United States, 1:25,000-scale in Hawaii, Pacific basin and the Caribbean, and 1:63,360-scale in Alaska, meeting the National Map Accuracy Standards (NMAS). Higher resolution boundaries are being developed where partners and data exist and will be incorporated back into the WBD. WBD data are delivered as a dataset of polygons and corresponding lines that define the boundary of the polygon. WBD polygon attributes include hydrologic unit codes (HUC), size (in the form of acres and square kilometers), name, downstream hydrologic unit code, type of watershed, non-contributing areas, and flow modifications. The HUC describes where the unit is in the country and the level of the unit. WBD line attributes contain the highest level of hydrologic unit for each boundary, line source information and flow modifications.	https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Hydrologic_Unit_Codes/MapServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2015-12-16 Authorship: USGS Geographic Unit of Accuracy: N/A Methodology for Data Development: Kind of Anticipated timeline for regular updates: As needed Metadata: https://caltrans-gis.dot.ca.gov/arcgis/rest/services/CHHqenvi/DEA_Hydrologic_Unit_Codes/MapServer/1/metadata	In compliance	In compliance	In compliance	In compliance - Statewide	In compliance	In compliance	
97	RAMNA	Water Resources	National Hydrology Dataset Plus (NHDPPlus)		EPA	NHDPPlusV2 benefits from significant improvements to its primary ingredient datasets as well as a more robust stream flow estimation process, which incorporates runoff estimates from a USGS national water balance model. There are also new components, such as, excess potential evapotranspiration, major water withdrawals and additions and network-interpolated adjustments to align with gaged flows.	https://www.epa.gov/waterdata/nhdplus-callifornia-data-vector-processing-unit-18	Available via public feature service	Meets some metadata requirements Last updated: 2023-07-18 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://apps.fs.usda.gov/arcx/rest/services/EDW/EDW_WildScenicRiverSegments_01/MapServer/1/metadata	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	
98	RAMNA	Water Resources	National Wild and Scenic Rivers	National Wild and Scenic River Line Segment	National Wild and Scenic Rivers System	This polyline feature class depicts the classification of each wild and scenic river segment designated by Congress and the Secretary of the Interior for the United States and Puerto Rico. This layer was created by a multi-agency effort including the US Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service.	https://apps.fs.usda.gov/arcx/rest/services/EDW/EDW_WildScenicRiverSegments_01/MapServer/1	Available via public feature service	Meets some metadata requirements Last updated: 2023-07-18 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://apps.fs.usda.gov/arcx/rest/services/EDW/EDW_WildScenicRiverSegments_01/MapServer/1/metadata	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	
99																

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	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.
1	99	Other/Data for State Grants	Water Resources	Sustainable Groundwater Management Act (SGMA) Prioritization	B118_SGMA_2019_Basin_Prioritization	CA Department of Water Resources	Basin prioritization is the classification of groundwater basins based on a variety of factors identified in statute, such as population, groundwater pumping, the number of water wells, and other related factors in a basin (see Water Code § 10933). The SGMA 2019 Basin Prioritization process was conducted to reassess the priority of the groundwater basins following the 2016 basin boundary modification, as required by the Water Code.	https://gis.water.ca.gov/app/bp-dashboard/final/#	In compliance	Meets some metadata requirements Last updated: 2019-12-06 Authorship: gis@water.ca.gov Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: https://www.arcgis.com/sharing/rest/content/items/5c27c2ea54444fb5bd543828f9689b96/info/metadata/metadata.xml?format=default&output=html	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance
100	100	RAMNA	Water Resources	Waters and Wetlands in Geospatial Data for the Advance Mitigation Assessment (multiple layers & years)	nhd	Caltrans SAMNA	The National Hydrography Dataset (NHD) is a feature-based database that interconnects and uniquely identifies the stream segments or reaches that make up the nation's surface water drainage system. Since the NHD provides a nationally consistent framework for addressing and analysis, water-related information linked to reach addresses by one organization (national, state, local) can be shared with other organizations and easily integrated into many different types of applications to the benefit of all.	https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/10 https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/12 parent folder: https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer	Available via public feature service	Meets some metadata requirements Last updated: 2022-01-09+R8 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
101	101	RAMNA	Water Resources	Waters and Wetlands in Geospatial Data for the Advance Mitigation Assessment (multiple layers & years)	nhd	Caltrans SAMNA	The National Hydrography Dataset (NHD) is a feature-based database that interconnects and uniquely identifies the stream segments or reaches that make up the nation's surface water drainage system. NHD data was originally developed at 1:100,000-scale and exists at that scale for the whole country. Use the metadata link, http://nhdgeo.usgs.gov/metadata/nhd_high.htm , for additional information. The NHD is a national framework for assigning reach addresses to water-related entities, such as industrial discharges, drinking water supplies, fish habitat areas, wild and scenic rivers. Reach addresses establish the locations of these entities relative to one another within the NHD surface water drainage network, much like addresses on streets. Once linked to the NHD by their reach addresses, the upstream/downstream relationships of these water-related entities--and any associated information about them--can be analyzed using software tools ranging from spreadsheets to geographic information systems (GIS). GIS can also be used to combine NHD-based network analysis with other data layers, such as soils, land use and population, to help understand and display their respective effects upon one another. Furthermore, because the NHD provides a nationally consistent framework for addressing and analysis, water-related information linked to reach addresses by one organization (national, state, local) can be shared with other organizations and easily integrated into many different types of applications to the benefit of all.	https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/4 https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/6	Available via public feature service	Meets some metadata requirements Last updated: 2023-07 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: N/A	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
102	102	RAMNA	Water Resources	Waters and Wetlands in Geospatial Data for the Advance Mitigation Assessment (multiple layers & years)	Wetlands	Caltrans SAMNA	This data set represents the extent, approximate location and type of wetlands and deepwater habitats in the United States and its Territories. These data delineate the areal extent of wetlands and surface waters as defined by Cowardin et al. (1979). Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. Digital wetlands data are intended for use with base maps and digital aerial photography at a scale of 1:12,000 or smaller. Due to the scale, the primary intended use is for regional and watershed data display and analysis, rather than specific project data analysis. The map products were neither designed nor intended to represent legal or regulatory products. http://www.fws.gov/wetlands/FAQs.html . Due to the quantity and complexity of the wetlands data the wetlands only display at 1:250,000 scale and greater. For wetland information visit www.fws.gov/wetlands/	https://www.fws.gov/wetlands/mapservicere/rest/services/Wetlands/MapServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2023-05-01 Authorship: U.S. Fish and Wildlife Service Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: biannually Metadata: https://www.fws.gov/wetlands/Data/metadata/FWS_Wetlands.xml	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance
103	102	RAMNA	Water Resources	Waters and Wetlands in Geospatial Data for the Advance Mitigation Assessment (multiple layers & years)	Wetlands	Caltrans SAMNA	This data set represents the extent, approximate location and type of wetlands and deepwater habitats in the United States and its Territories. These data delineate the areal extent of wetlands and surface waters as defined by Cowardin et al. (1979). Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. Digital wetlands data are intended for use with base maps and digital aerial photography at a scale of 1:12,000 or smaller. Due to the scale, the primary intended use is for regional and watershed data display and analysis, rather than specific project data analysis. The map products were neither designed nor intended to represent legal or regulatory products. http://www.fws.gov/wetlands/FAQs.html . Due to the quantity and complexity of the wetlands data the wetlands only display at 1:250,000 scale and greater. For wetland information visit www.fws.gov/wetlands/	https://www.fws.gov/wetlands/mapservicere/rest/services/Wetlands/MapServer/0	Available via public feature service	Meets some metadata requirements Last updated: 2023-05-01 Authorship: U.S. Fish and Wildlife Service Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: biannually Metadata: https://www.fws.gov/wetlands/Data/metadata/FWS_Wetlands.xml	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
	ID	Type	Theme	Layer Name	Feature Name	Source	Description	Source URL	A1: Data included in the SoCal Greenprint must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.	A2: Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates	A3: Draft data will not be included in the tool.	A4: Data input shall be created by and/or sponsored and used by regulatory agencies, state and/or federal agencies.	A5: Data depicted will not be altered from their original source.	A6: Data layers will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source . . .	A7: Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use . . .	A8: Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.	
1																	
104	103	RAMNA	Water Resources	Watershed Boundary Section (GAI)		USGS	This file contains Hydrologic Unit (HU) polygon boundaries for the United States, Puerto Rico, and the U.S. Virgin Islands. The data is a seamless National representation of HU boundaries from 2 to 14 digits compiled from U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) and U.S. Department of Agriculture (USDA) National Resources Conservation Service (NRCS) Watershed Boundary Dataset (WBD) sources. Purpose: This data is intended primarily for geographic display and analysis of regional and national data, and can also be used for illustration purposes at intermediate or small scales (1:250,000 to 1:2,000,000). See https://apps.nationalmap.gov/help/ for assistance with The National Map viewer, download client, services, or metadata.	https://hydro.nationalmap.gov/arcgis/rest/services/wbd/MapServer	Available via public feature service	Meets some metadata requirements Last updated: 2023-07 Authorship: US Geological Survey - National Geospatial Program Geographic Unit of Accuracy: Hydrologic Unit polygon boundaries from 2 to 14 digits Methodology for Data Development: see metadata Anticipated timeline for regular updates: N/A Metadata: https://hydro.nationalmap.gov/arcgis/rest/services/wbd/MapServer/info/metadata	In compliance	In compliance	In compliance	In compliance - nationwide	In compliance	In compliance	
105	104	TAC Member Requested	Geographic Context	Assembly District Boundaries	California Assembly Districts - SCAG Region	SCAG	This dataset is one from a series of district layers pertaining to California Assembly Districts, that are derived from the California State Assembly information. This dataset is one from a series of district layers pertaining to California Assembly Districts, that are derived from the California State Assembly information. The following district layer is included in the series: assembly_districts: Current California Assembly Districts based on the new district boundaries enacted into state law on September 13, 2001, and signed into law on September 26, 2001 for use with the March 2002 primary election. The boundary has been updated as of 11/2011.	https://hub.scag.ca.gov/datasets/65f3ea4f8ee94e01bb4556a44b6f4696_0/about	Available via public feature service	Meets some metadata requirements Last updated: 2021-03-18 Authorship: N/A Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: NA	In compliance	In compliance	In compliance	In compliance - SCAG region	In compliance	In compliance	
106	105	TAC Member Requested	Vulnerabilities and Resilience	Tsunami Hazard Area	Tsunami Hazard Area	CA Department of Conservation	Produced collectively by tsunami modelers, geologic hazard mapping scientists, and emergency planning specialists from the California Geological Survey, the California Governor's Office of Emergency Services, the Tsunami Research Center at the University of Southern California, and AECOM Technical Services. The Tsunami Hazard areas are developed for all populated areas at risk to tsunamis in California and represent a combination of the maximum considered tsunamis for each area. Local agencies, organizations, and other stakeholders assisted the State in the development of the hazard area as they will be used for evacuation planning at the community level.	https://www.conservation.ca.gov/cgs/tsunami/maps	Available via public feature service	Meets some metadata requirements Last updated: 2022-10-06 Authorship: Senior Engineering Geologist, Seismic Hazards Program, Tsunami Unit Geographic Unit of Accuracy: N/A Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: NA	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	
107	106	TAC Member Requested	Vulnerabilities and Resilience	Heat Health Action Index	Heat Health Action Index	CA Natural Resources Agency	A Heat Health Event (HHE) is any event that results in negative public health impacts, regardless of the absolute temperature. Each local area has a unique HHE specific to its climate and the historical sensitivity of people in that area to past heat events. We arrived at these historical HHE thresholds by using a distributed lag non-linear model (DLNM). Daily meteorological data (1984-2013) was paired with the most recently available emergency department visitation data (2005-2013) to identify the signatures of past heat events associated with high effect sizes, or rather, heat-related public health impacts. We obtained meteorological data from the PRISM Climate Group and extracted data for minimum temperature (tmin), maximum temperature (tmax), minimum vapor pressure (vpdmin), and maximum vapor pressure deficit (vpdmax) at a daily time-step and at a resolution of 4 kilometers. We used emergency department (ED) data from the California Office of Statewide Health and Planning (OSHPD) for the years 2005-2013, covering the summer months (MJJAS).	https://www.cal-heat.org/download	Available for download	Meets some metadata requirements Last updated: 2019 Authorship: Geographic Unit of Accuracy: Census Tract Methodology for Data Development: N/A Anticipated timeline for regular updates: N/A Metadata: NA	In compliance	In compliance	In compliance	In compliance - statewide	In compliance	In compliance	

SoCal Greenprint Draft Disclaimer Statement

Recommended Data Standards A7, B1, and B2 require the inclusion of disclaimer language in the SoCal Greenprint. A7 establishes that data will be for informational purposes only and will not become a constraint on future development or land use, while B1 and B2 specify that the tool will include a “popup screen” and “clickwrap” statement that users will be required to acknowledge before using the tool or exporting data. These will include disclaimer language that clearly illustrates the purpose, intent, and limitations of the SoCal Greenprint.

SCAG staff worked with SCAG’s legal team after the conclusion of the GTAC process to develop the following draft disclaimer language that incorporates GTAC feedback. The bolded language indicates language that was specifically included in the disclaimer to reflect GTAC feedback, while remaining within the limits of SCAG’s authority.

*The SoCal Greenprint is an informational data mapping tool created by the Southern California Association of Governments (SCAG) that provides third party users with the ability to create interactive maps and customized reports by selecting and combining data layers from publicly available and pre-existing data sources. SCAG makes no representation or warranties regarding the accuracy of the SoCal Greenprint data sources nor assumes any liability for its use – the user assumes all risk of use. **SCAG does not intend for Greenprint data to supersede any local land use information as SCAG has no land use authority to impose the use of Greenprint data.** All maps and reports created by users (1) are purely informational and reflective of data that is already existing and public information; (2) carry no regulatory weight or authority; and (3) should not be relied on or used as a definitive source of all information that may be available about a location (**SCAG defers to local jurisdictions which may have more complete information**). If you understand and agree to these terms, Connect to Greenprint.*



SoCal Greenprint Recommended Data Standards

SCAG Regional Council

February 1, 2024

WWW.SCAG.CA.GOV

The Recommended Action for RC

Staff recommend that the Regional Council (RC) adopt the SoCal Greenprint Recommended Data Standards and update the SCAG Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework)



Presentation Agenda

- 1 **SoCal Greenprint and RAMP Overview**
- 2 **Review of Greenprint Data Standards**
- 3 **Recommended Action**



SOCAL GREENPRINT AND RAMP OVERVIEW

What is the SoCal Greenprint?

- A tool of publicly available data to help cities, counties, and transportation agencies make land use and transportation decisions, and conserve natural and farm lands
- A tool to support regional advance mitigation planning (RAMP) efforts



What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a process for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

- **Allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.
- **Allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.
- **Helps avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**

What is SCAG's RAMP initiative?

- To help establish, supplement, or complement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- Participation is entirely voluntary.
- SCAG's RAMP, and the SoCal Greenprint, are required by Connect SoCal 2020 PEIR mitigation measures.

The RAMP Policy Framework directed SCAG to establish the **Greenprint Technical Advisory Committee (GTAC)** to inform:

Data
Policies &
User
Guidelines

SoCal
Greenprint
Tool's Data
Governance
Standards

Data
Selection
Criteria

Prcess to
Resolve Potential
Divergent
Perspectives on
SoCal Greenprint
Tool Data

Data
Parameters

The RAMP Policy Framework also made key recommendations

- These recommendations from the RAMP Advisory Task Group (RAMP-ATG) were the foundation for GTAC discussions
 - Data **must be publicly available**
 - Data **must be created, funded, used and/or developed in partnership with a government agency**
 - Data **will not be shown as constraints on future development or growth**
 - Data **will not be endorsed or adopted by the Regional Council as official policy of the agency**
 - Data elements **will be regionally comprehensive**

Summary of GTAC meeting content

- **GTAC Meeting #1:** Presented overview of the Greenprint, RAMP-ATG recommendations, and Caltrans RAMNA presentation. Discussion and feedback utilized to create first draft of Data Standards
- **GTAC Meeting #2:** Dedicated to review and discussion of draft Data Standards
- **GTAC Meeting #3:** Presentation and discussion of updated draft Data standards and initial data layer list. Options for tool functionality were also presented and discussed



REVIEW OF RECOMMENDED DATA STANDARDS

Key objectives for SoCal Greenprint Data Standards

- Ensure alignment with RAMP Policy Framework
- Build on RAMP-ATG Recommendations and Greenprint TAC feedback
- Ensure Greenprint meets/surpasses other relevant web mapping application standards
- Establish a consistent and transparent approach to data, evaluation, selection and updates
- Clearly communicate the purpose of Greenprint data and its limitations

Recommended Data Standards: Topics

- Data Standards A1-A6: How to evaluate the data
- Data Standards A7-A8 and B1-B2: How to communicate the purpose of the data
- Data Standard C1: Tool accessibility
- Data Standards D1-D5: Process for maintaining and updating the data
- Data Standards E1-E2: How to present data

Recommended Data Standards A1-A6: How to evaluate data

- **Standard A1.** Data must be publicly available, meaning that existing data layers are available online or can be accessed if requested and/or licensed.
- **Standard A2.** Data will consist of the most recent publicly available data and must include a defined set of metadata including information on authorship, geographic unit of accuracy, methodology for data development and anticipated timeline for regular updates.
- **Standard A3.** Draft data will not be included in the tool.
- **Standard A4.** Data input shall be created, sponsored, or used by regulatory agencies, and/or other state and federal agencies.*
- **Standard A5.** Data depicted will not be altered from their original source.
- **Standard A6.** Data will be regionally comprehensive to the extent feasible, unless data is locally important and not available through a regionally comprehensive source. Data gaps will be identified and explained for data layers in the tool to ensure accurate use of the information.

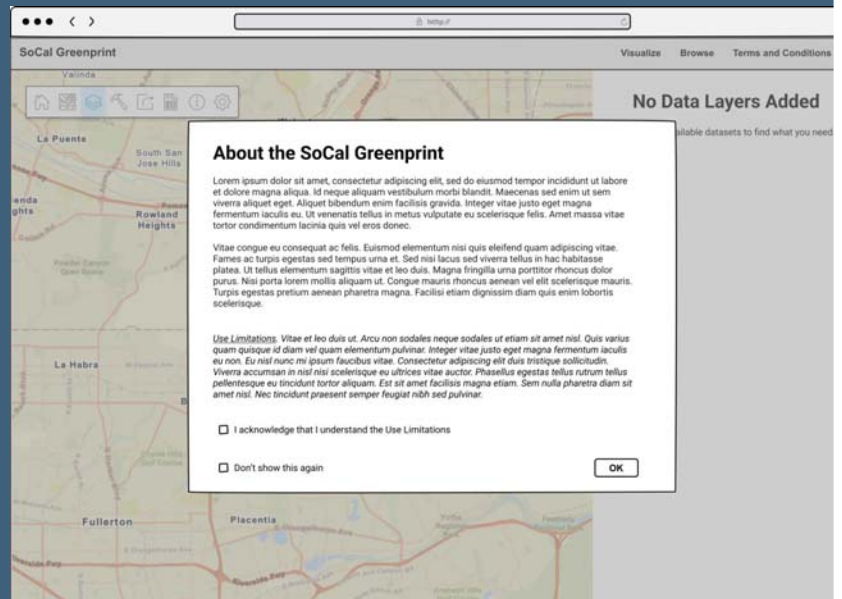
* Standard was adjusted during January EEC

Recommended Standards A7-A8 : How to communicate the purpose of the data

- **Standard A7.** Data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use. This shall be conveyed in the disclaimer language that users will be required to accept prior to accessing the tool.
- **Standard A8.** Data will be for informational purposes and will not be adopted by SCAG and are not an expression of regional policy.

Recommended Data Standards B1-B-2: How to communicate the purpose of the data

- **Standard B1.** To convey limitations and foster its proper use as well as emphasize to users that the SoCal Greenprint tool is for informational purposes only with no legal effect on land-use decisions made by local agencies or property owners, the final, publicly available version of the tool will include a “popup screen” displaying disclosure language and will require user acknowledgment of the data’s limitations
- **Standard B2.** Prior to using the tool, users will be required to acknowledge and agree to the terms of use, containing the aforementioned disclosure and data limitations, through a “clickwrap” statement that is reasonably and prominently visible to all users. This will require the active, affirmative acknowledgement of each user and will be written to be easily understood by the average user.



Recommended Data Standard C1: Tool accessibility

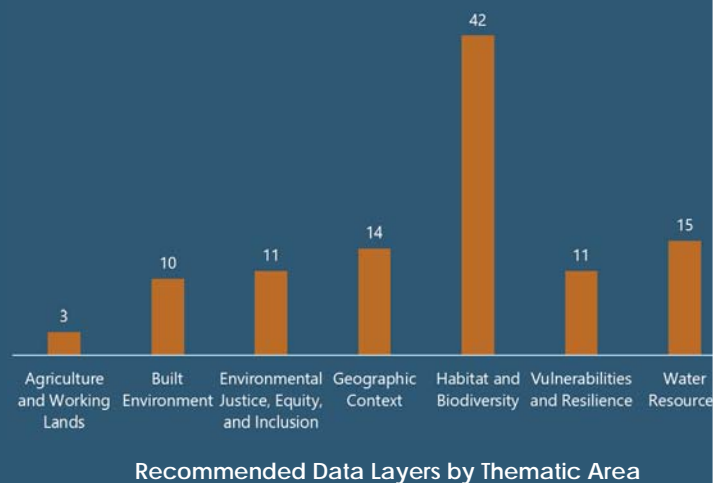
- **Standard C1.** The SoCal Greenprint will be web-based and easily accessible.

Recommended Data Standards D1-D5: Process for maintaining and updating the data

- **Standard D1.** SCAG staff will prioritize selection of data accessible through the tool by rigorously applying the foregoing data policies, governance standards, and user guidelines.
- **Standard D2.** SCAG staff shall defer to feedback from regulatory agencies, and other state and federal agencies on the inclusion of particular data layers in the tool.
- **Standard D3.** Data layers will be selected based on their value in supporting land use and transportation decision-making for local agencies, and regional advance mitigation

Recommended Data Standards D1-D5: Process for maintaining and updating the data

- **Standard D4.** Data will be organized in seven thematic areas, which are aligned with feedback from county transportation commissions and local planning needs in support of RAMP.
- **Standard D5.** The Greenprint tool will include a data update process. The process will include review of data layers under consideration to ensure they abide by the adopted data standards and then be advanced to the Energy and Environment Committee (EEC) for review. It will also include a review of existing data layers to verify whether they continue to meet the adopted standards.



Recommended Data Standards E1-E2: How to present data

- **Standard E1.** The SoCal Greenprint shall feature a glossary and methods section that will provide full transparency to users on data elements featured
- **Standard E2.** Consistent with SCAG's data policy, layers will include metadata consistent with the Geospatial Metadata Standards and Guidelines established by the Federal Geographic Data Committee (FGDC).

Example of Complete Metadata:

CA Farmland Mapping and Monitoring Program (FMMP)

The screenshot displays a metadata page for the dataset 'CA Important Farmland: Most Recent'. It includes a map service interface, a summary section, and a detailed metadata table. The summary section contains the following text: 'The Farmland Mapping and Monitoring Program (FMMP) provides data to decision makers for use in planning for the present and future use of California's agricultural land resources. The data is a current inventory of agricultural resources. This data is for general planning purposes and has a minimum mapping unit of ten acres. This dataset may be a mix of two years and is updated as the data is released for each county. For example, one county may have data from 2014 while a neighboring county may have had a more recent release of 2016 data. For specific years, please check the service that specifies the year, i.e. California Important Farmland, 2016. Established in 1982, Government Code Section 43570 mandates FMMP to biennially report on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The Farmland Mapping and Monitoring Program (FMMP) provides data to decision makers for use in planning for the present and future use of California's agricultural land resources. The data is a current inventory of agricultural resources. This data is for general planning purposes and has a minimum mapping unit of ten acres. Need Help...'

Details	
Dataset	Feature Layer
June 7, 2016	Info Updated
Biannually	Data Updated: September 28, 2023
June 7, 2016 at 12:00 AM	Published Date
Records: 172,439	View data table
Public	Anyone can see this content
Custom License	View license details
Relevant Area	

Recommended Action for RC

Staff recommend that the Regional Council (RC) adopt the SoCal Greenprint Recommended Data Standards and update the SCAG Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework).



THANK YOU

scag.ca.gov/greenprint

For questions, please contact:
scaggreenregion@scag.ca.gov



NO. 661
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JANUARY 4, 2024

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

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

Members Present

Hon. Art Brown, President	<i>Buena Park</i>	District 21
Hon. Cindy Allen, 2nd Vice President	<i>Long Beach</i>	District 30
Hon. Jan Harnik, Imm. Past President		RCTC
Supervisor Luis Plancarte		Imperial County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Alan Wapner		SBCTA
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Marshall Goodman	<i>La Palma</i>	District 18



Hon. Carlos Leon	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Larry McCallon	<i>Highland</i>	Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Members Not Present

Supervisor Curt Hagman, 1st Vice President

- Supervisor Kathryn Barger
- Supervisor Hilda Solis
- Hon. Damon L. Alexander
- Hon. Deborah Robertson
- Hon. L. Dennis Michael
- Hon. Rick Denison

Members Not Present

- San Bernardino*
- Rialto*
- Rancho Cucamonga*
- Yucca Valley*

Members Not Present

San Bernardino County

- Los Angeles County
- Los Angeles County
- District 7
- District 8
- District 9
- District 11



Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

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
Ruben Duran, Board Counsel
Jeffery Elder, Chief Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Brown called the meeting to order at 12:01 p.m. and asked Regional Council Member Larry McCallon, Air District Representative, to lead the Pledge of Allegiance.

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

PUBLIC COMMENT PERIOD

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

There were no public comments for items not listed on the agenda.

The Clerk of the Board acknowledged that two public comments were received by the 5:00 p.m. deadline, one from the Business Industry Association of Southern California (BIA) and the other from the City of Huntington Beach regarding Agenda Item 5 – RHNA Reform Legislative Action.

Adam Wood, BIA, thanked the President for the opportunity to comment and noted they had submitted a letter. He acknowledged SCAG staff and thanked Kevin Gilhooley for the outreach on Agenda Item 5, the RHNA reform matter. He explained that a lot of hard work went into this, and they were really appreciative of everything that was done. He indicated that they had one procedural request which was to reflect that the Legislative/Communications and Membership Committee (LCMC) has the ability to review the language that will eventually be considered for implementation.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

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

ACTION ITEMS

1. REAP 2.0 - Regional Utilities Supporting Housing (RUSH) Funding Awards

President Brown opened the Public Comment Period for Action Item 1.

Sylvia Chavez, City of Calipatria, thanked the Regional Council for their consideration of the Delta Street Pump Station Project. She noted that this project will help with necessary repairs and future residential developments. She indicated that it would be channeled into making a significant difference in the lives of those they serve. On behalf of the city of Calipatria, she expressed thanks for their consideration.

Regional Council Member Maria Nava-Froelich, ICTC, recognized Mayor Sylvia Chavez, Public Works Director Edgar Self, and City Manager Laura Gutierrez. She indicated that on behalf of the city of Calipatria they were excited about the award that was recommended in the amount of \$1.5 million for the city of Calipatria. She indicated it would represent a range of investments in utility infrastructure, planning, capital projects that support housing planning efforts, and accelerate infield development. She indicated that these utilities were necessary in accelerating the housing supply choice and affordability, as well as affirmatively furthering fair housing. She also recognized the Imperial County SCAG office and ICTC staff.

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

Kome Ajise, Executive Director, reported that this item was the latest award in their work under the Regional Early Action Planning program (REAP). He noted that with REAP, SCAG supports work to align both transportation and housing development to help achieve California's climate goals. He shared that under REAP 1, they had awarded \$47 million to just over 100 projects across the region. He noted that under REAP 2, they suballocated \$157 to jurisdictions throughout the region and with this award that number would climb to \$192 million. He shared that all of this work seeds investment in innovative finance, land use and transportation strategies which will have benefits for the region as it comes to fruition.

Ma'Ayn Johnson, Housing Program Manager, reported that the CEHD Committee supported the action to recommend that the Regional Council approve the RUSH funding awards as presented in the staff report. She provided a brief recap of the Programs to Accelerate Transformative Housing (PATH) under REAP 2 which allocates \$88.8 million for housing focus grants. She also shared that a lot of these programs were continuations of plans that they had already laid the foundation for under the REAP 1 program. She noted the breakdown of the PATH grant as follows:

- Housing Infill on Public and Private Land (HIPP) Pilot Program - \$8.8 million and funded 11 projects, which was approved by the Regional Council in October;

- Notice of Funds Available (NOFA) for Lasting Affordability - \$45 million and funded 14 projects which was approved by the Regional Council in November; and
- Regional Utilities Supporting Housing (RUSH) Pilot Program - \$35 million to fund non-transportation utilities infrastructure improvements both for planning and capital projects.

Jessica Reyes Juarez, Associate Regional Planner, provided background information on the RUSH program which was open to SCAG cities, counties, tribal governments and public agencies with a role in housing production. She noted that the program was targeted around how both utilities can support housing production goals and how it can embed elements of resilience, adaptation, and sustainability. She explained that the program itself was divided into two categories and that applicants could either apply to the planning projects category for infrastructure, planning, and assessing and supporting increased utility capacity for housing, or they could apply to the capital category for the implementation and construction work for those utilities. She noted that \$5 million was allocated to the planning category with the hopes of funding at least six projects in the region, and the remaining \$30 million was allocated to the capital projects category with the hopes of funding at least three projects in the region. She briefly described the outreach they did on this call for applications. She explained that they received six applications for the planning projects category and of that, one was deemed ineligible. As a result, she noted that five applications proceeded to evaluation by the SCAG evaluation team which determined that all five projects met the core criteria for REAP 2 and the RUSH pilot program and therefore, were being recommended for funding for a total of about \$2.7 million. With respect to the capital projects, she noted that they received 12 applications, and all proceeded to evaluation by the SCAG team. She explained that the team was recommending seven of those projects for funding for a total of about \$32.3 million. She shared that it was noted in their guidelines that depending on interest in the program categories, they could shift funds from one category to another. Since the planning category was under subscribed, they allocated those remaining funds into the capital category which was oversubscribed. She highlighted that in total this was a \$35 million allocation for the RUSH pilot program. She provided a breakdown of the project types being recommended under the planning and capital projects. Her presentation also included a slide on the summary of projects recommended by funding, project category and ranking. She noted that across the two programs, they had projects represented for communities in Imperial County, Los Angeles County, Riverside County, San Bernardino County and one tribal government. She explained that they did not receive applications from communities in Orange and Ventura counties. She also noted that approval of the RUSH funding awards would allow them to begin developing MOUs and scopes.

Regional Council Member Frank Yokoyama, Cerritos, District 23, and Chair of the CEHD Committee, stated that they received a presentation at the CEHD Committee and unanimously approved staff's recommendation. He noted that they received a very nice public comment and had representation from multiple representatives from the Soboba Band of Luiseño Indians who attended the meeting and expressed gratitude and thanked SCAG staff for the recommendation of the RUSH funding. He

also reported that one application from the City of Norwalk, a city he represents, was not recommended and asked staff if they had reached out to the city to debrief and give them suggestions and advice on future applications.

Elizabeth Carvajal, Deputy Planning Director, stated that they provided applicants that were not successful with a notification and invited them to reach out to SCAG to schedule debrief. She indicated that this was something that was available to everyone that applied and was not successful. She shared that they sent out these notifications in advance of the CEHD meeting so that individuals were able to reach out to SCAG to schedule a debrief. She emphasized that this was something that was available to them.

Regional Council Member Yokoyama asked if this [the debrief] had happened with the city of Norwalk. Ms. Carvajal indicated that they had not received any debrief requests to date.

Regional Council Member Larry McCallon, Air District Representative, made the motion to approve Item 1 and the Consent Calendar. The motion was seconded by Regional Council Member Jose Luis Solache, Lynwood, District 26.

Regional Council Member Karen Spiegel, Riverside County, asked to pull agenda Item No. 5.

Regional Council Member McCallon asked if they could discuss Item No. 5 before voting [on Item No.1 and the Consent Calendar]. President Brown acknowledged the request.

Regional Council Member Spiegel acknowledged the two written public comments they received. She indicated that the BIA made some good recommendations and noted it could be inclusive rather than making major changes by adding some transparency. She indicated that she had an interest in adding some of the comments from the BIA such as authorizing staff to develop draft legislative language and to identify and obtain a legislative author.

Kevin Gilhooley, Legislative Manager, reported that the LCMC was making a recommendation to the Regional Council that they move forward with these two concepts as SCAG sponsored legislation. He noted that the LCMC's recommendation was that they move forward with SCAG staff and SCAG lobbyist to identify a legislator who would be willing to commission draft legislation from the Office of the Legislative Council, the team of attorneys in Sacramento who write all the draft legislative bills and updates. He shared that the deadline to submit these requests was January 19 and legislators needed to submit these requests to the Office of Legislative Council in order to move forward with draft legislative language. He noted that as part of the recommendation from the LCMC they were also asking for permission to introduce the legislation. He shared that the draft legislation would be passed across either the Assembly or the Senate desk and that's where it would be stamped with a bill number. He noted the deadline for this was

February 16. He also indicated that that they were asking for permission to include SCAG's name as a bill sponsor on any of the material produced by the Legislators office. He shared that the LCMC has meetings in January and February where this legislation would come back to the Committee and where they would have met these deadlines. He noted that they also had the opportunity for the LCMC to fully flesh out whether they had achieved the goal or if there was an opportunity to improve the legislation, as well as how they can work to gain the support from their friends and colleagues, including the BIA and others. He shared that this would also be the centerpiece of their Sacramento summit scheduled for March.

Regional Council Member Spiegel asked if he would reach out and explain this response to the bill. Mr. Gilhooley shared that he had already been in contact with Mr. Woods from the BIA.

Regional Council Member Solache shared that they had multiple discussions throughout the years and with different administrations and noted that they were just happy the LCMC was moving forward with a proposal that makes sense. He indicated that SCAG staff did really great work following up with different stakeholders to make sure that they are going to introduce legislation that makes sense. He shared that this was a very well thought out process to get some sort of conversation going at the state level to address this issue that they keep having at SCAG and at other agencies. He expressed his support on behalf of the LCMC and indicated they had done the homework on this. He thanked staff for all the good work on this.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, stated that the way this had been summarized by the two former speakers was exactly her vision as a member of the LCMC and thought Mr. Gilhooley explained the process well. She said it was on the record that this was coming back and gave her assurance to those who sent in letters that this was the intent. She expressed that she appreciated the comment and would be supporting this item.

Regional Council Member Alan Wapner, SBCTA, stated that as part of the approval, he would like to make sure that the actual language comes back to the LCMC as he thought it was important that they include it as part of their action. He expressed that prior to it being forwarded to their advocates, the LCMC should have an opportunity to review the actual draft language before it moves forward.

Regional Council Member Patricia Lock Dawson, Riverside, District 68 and Chair of the LCMC, assured Regional Council Member Spiegel and the other commenters that all these comments were discussed and taken in. She indicated they were committed to full transparency and full review of any language that staff comes up with and subject to approval by the LCMC. She motioned approval of this agenda item that had been pulled from the Consent Calendar.

Regional Council Member Bucknum seconded Regional Council Member Lock Dawson's motion. She also indicated that she did agree with Regional Council Member Wapner and stated if he felt more comfortable with adding this language as part of a motion, that it come back to the LCMC, she would be comfortable with it if Regional Council Member Lock Dawson was in agreement. She indicated that she was not sure if this was his intent.

Regional Council Member Lock Dawson stated she would be happy to include it [in the motion].

Regional Council Member Wapner stated this was what he intended and appreciated them adding it to the motion.

Ruben Duran, Board Counsel, provided clarity on the motions and indicated that they currently had a friendly amendment from Regional Council Member Wapner which had been acceded to by Regional Council Member Bucknam, and so the motion on the Consent Calendar and Item No. 1 would include the friendly amendment without objection.

Regional Council Member McCallon accepted the friendly amendment to his motion.

Board Counsel Duran reaffirmed the acceptance of the friendly amendment. He also provided additional clarification on a separate item on the Consent Calendar related to Item No. 3, the proposed revisions to the Regional Council Policy Manual (RCPM). He indicated that there was some confusion with respect to two amendments that had been put forward for the Regional Council's consideration which were in Section V of the RCPM. He noted that there were two separate proposed amendments that included two separate attachments. He indicated attachment one was the first part of the proposed amendment and attachment two was the second part and then the following amendments were two other sections of the RCPM.

Regional Council Member Jan Harnik, RCTC, stated that they had a similar discussion at the Executive/Administration Committee and the item passed unanimously. She expressed that this was one of those items in which they were not asking for money and were just asking for obstacles to be removed so they could address the housing crisis.

Regional Council Member Yokoyama asked for clarification on the language of the friendly amendment.

Board Counsel Duran stated that it was that the item come back to the LCMC once the process has started for further information and/or review of the proposed legislation which were two pieces of proposed pieces of legislation.

The Clerk confirmed that the motion was made by Regional Council Member McCallon and seconded by Regional Council Member Solache.

CONSENT CALENDAR

As noted above, there were two public comments submitted for Item No. 5. Additionally, a public comment was made earlier on Item No. 5. No additional public comments were made.

Approval Items

2. Minutes of the Meeting – November 2, 2023
3. Amendments to the Regional Council Policy Manual
4. Guidelines for 2024 Go Human Community Streets Grant Program
5. RHNA Reform - Legislative Action
6. 2024 State & Federal Legislative Platform

Receive and File

7. January 2024 State and Federal Legislative Update
8. REAP 1.0 Biannual Program Update
9. Fiscal Year (FY) 2022-2023 External Financial Audit
10. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
11. CFO Monthly Report

A MOTION was made (McCallon) on **Item No. 1**: that the Regional Council: 1) approve the Regional Utilities Supporting Housing (RUSH) funding awards as presented in the report; 2) authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program; and **Consent Calendar**: Items 2 through 6; and Receive and File Items 7 and 11. Additionally, that proposed legislation on Agenda Item 5 come back to the LCMC once the process has started for further information and/or review of the proposed legislation. Motion was SECONDED (Solache) and passed by the following roll call votes:

AYES: Allen, Becerra, Boyer, Boyles, Brown, Bucknum, Crosswhite, Dumitru, Eich, Finlay, Frometa, Goodman, Harnik, Henderson, L. Hernandez, Judge, J. Kalmick, Kelley, Kelly, Krupa, Leon, Lock Dawson, Lopez, Lorimore, Mann, Manos, Marquez, Masiel, McCallon, McKeon, Meister, Nava-Froelich, Navarro, Ortiz, Plancarte, Rebollar, Rhodes, C. Rodriguez, Saleh, Sandoval, Schwank, Shapiro, Simonoff, Solache, Spiegel, Wagner, Wapner, and Yokoyama (48)

*Regional Council Member, Suely Saro, Long Beach, District 29, expressed support for Item 1 and the Consent Calendar. Unfortunately, her vote is not reflected in the count due to staff error in listing her location on the agenda incorrectly.

*Regional Council Member Margaret Clark, Rosemead, District 32, expressed support for Item 1 and the Consent Calendar. Her vote is not reflected in the count as she was not at a noticed location and there was not a quorum of the membership present in the room for her to use the “just cause” provision.

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

12. Presidential Priorities Panel: Clean Transportation Technology

Kome Ajise, Executive Director, reported that since 2020, California has implemented significant measures, such as Governor Newsom’s Zero Emission Vehicle Order, Advanced Clean Cars 2 and Advanced Clean Fleets, requiring a shift to Zero Emissions Vehicles. He noted that on April 6, 2023, the Regional Council responded by adopting the Clean Transportation Technology Policy, formalizing SCAG’s commitment to support the development, commercialization and deployment of a zero-emission transportation system and supporting elements, with an emphasis on technology neutrality. He indicated that aligning with this policy, the EAC Strategic Work Plan includes a Presidential Priority on clean transportation, as a key area for regional collaboration this fiscal year. He shared that SCAG has made significant progress on this Presidential Priority and this includes the completion and ongoing development of several major projects like the Clean Technology Compendium, the Electric Vehicle Charging Station Study, the Last Mile Freight Program, and the Southern California Zero Emission Truck Infrastructure Study. He noted that each of these projects plays a role in advancing clean technology initiatives in the region. He explained that they invited three representatives whose organizations were leading the clean energy transition, to provide

their perspectives on the challenges and opportunities they face in achieving California's ambitious clean energy targets. He indicated the speaker were as follows:

- Stephen Collins, Senior Manager for Strategic Planning at Southern California Edison (SCE), who would present on the energy landscape needed to achieve California's 2045 net-zero emissions goal.
- Carrie Schindler, Deputy Executive Director of the San Bernardino County Transportation Authority (SBCTA), who would share insights into her agency's proactive role in leading the clean energy transition.
- Angelina Galiteva, CEO of the Alliance for Renewable Clean Hydrogen Energy Systems, who would talk about the California hydrogen hub initiative.

Mr. Collins provided a presentation on SCE's newly released white paper, "Countdown to 2045: Realizing California's Pathway to Net Zero." He shared that their findings shined a light on many of the actions that will need to be taken in California and in Southern California to achieve decarbonization goals. He also shared that the pace for electrification will need to increase and that the total number of zero emission appliances and vehicles in California by 2045 will be even higher than they had previously anticipated. He explained that in order to supply the clean electricity that's required for these appliances to be zero emissions, the build out of clean generation in California will also need to increase to include more solar, more wind, new technologies, as well as offshore wind. Additionally, he indicated that the grid that connects the clean energy generation to these use cases that drive the economy will need to expand as well. He also shared that the analysis shows what their company believes is the most feasible and the most cost-effective way for California to achieve its goals and to support all of the economic development that's projected to take place throughout the State over the next 21 years. His presentation also included reasons for why they wrote the white paper such as policies in place, market change, emerging technologies and an infusion of government funding. He also shared some of the findings and indicated that demand on electricity will almost double by 2045 and that the two biggest drivers were electric vehicles and building electrification. He explained that the State's supply of electricity will have to increase which is why they did a cost optimization and a reliability optimization to estimate what the best mix for California will be. His presentation also included information on grid expansion as it relates to transmission and distribution which will also need to increase. He also addressed affordability and what the cost of the total investment will be.

Members engaged in discussion regarding future savings, the burden on individual households, what sources will be relied upon to meet increased demand, and the difficult process of putting solar roofing on California homes versus other states given new PUC rules.

Ms. Schindler shared that SBCTA has been working for years on improving air quality with the focus on transportation. She indicated that there were three areas they were working on which were

trucks, buses and passenger rail. Her presentation included information about zero-emission multiple unit (ZEMU) rail vehicles on the Arrow rail service between San Bernardino and Redlands and the implementation process they went through with multiple partners. She also shared that the ZEMU vehicles use a hybrid hydrogen fuel cell and battery technology to propel the vehicle. She also noted that they developed the ZEMU while building on the infrastructure and included two ports for fueling the vehicle. Her presentation also included a brief overview of the project schedule which started in 2018 and is expected to be completed by 2024. She also addressed the topic of transit operator initiatives and indicated they had \$200 million programmed for bus operators over the next seven years. She briefly touched upon the West Valley Corridor 100 percent zero-emission bus rapid transit system and the Victor Valley Transit Authority's hydrogen system which they are getting ready to break ground on for their hydrogen fueling facility. Her presentation also included information on clean truck initiatives which SBCTA started looking at back in 2011. She shared that they had a toolkit that they worked on with Metro and RCTC on how to build healthy communities and healthy economies together. She also noted that in 2022, SBCTA took an action to incorporate zero-emission truck charging/fueling stations into their SB 1 Transit Enhanced Corridor grant application and now have three sites. Lastly, she shared that they were working with SCAG on the zero-emission truck infrastructure study.

Members engaged in discussions regarding hydrogen supply issues and whether any of the fueling stations had electrolyzers onsite.

Ms. Galiteva provided a presentation on ARCHES initiative to accelerate renewable hydrogen projects through the California Hydrogen Hub. She also provided an overview of their mission which is to create sustainable statewide renewable, clean hydrogen market and ecosystem in California. She explained that ARCHES utilizes renewable resources to produce hydrogen with the objective to fully decarbonize the regional economy. She provided an overview of ARCHES projects and indicated that they created a system approach that focuses on the feedstock, hydrogen production, distribution/infrastructure, and demand/offtake. She also shared that they wanted to see what the ecosystem was in California for hydrogen as they were applying for the hydrogen hub, and as a result issued a solicitation for proposals. From 100 proposals, she indicated that 39 were selected to be part of the proposal to DOE. Her presentation included an overview of the drivers for selecting the projects, the reasons for why they received the DOE funding and a map of the production and offtake sites. She emphasized ARCHES commitment to communities was very strong and that they were focused on improving environmental health and the quality of life, increasing availability of high-quality family-sustaining green jobs, and ensuring the hydrogen market is aligned with California community needs. Her presentation also included information about ARCHES investment which will be \$229 million in workforce development projects and an additional \$150 million in programs defined in partnership with individual communities. Additionally, she provided a brief overview of the community benefits in engagement and the workforce. Lastly, she noted that they

were currently in negotiations with the DOE and hoping to move into phase one as everything had to be built by 2030 and had to run for two years by 2032 to get all the funding.

Members asked questions regarding the number of high paying jobs this project will produce, and which counties had projects.

Mr. Ajise thanked the presenters and noted that they had been working on issues related to clean technology over the years which had been addressed at the Regional Council.

BUSINESS REPORT

Lucy Dunn, Business Representative, reported they had a great agenda coming up for the GLUE Council meeting scheduled for January 29 at 10:00 a.m. She noted items of discussion which included the hydrogen hub, the State budget deficit, business community support on the Greenprint and Connect SoCal, and a presentation from Jeff Montejano, CEO of the Southern California Building Industry Association, who would provide an update on housing for 2024. She also brought attention to the Chapman Economic Forecast in her report which indicated that resale housing supply was constrained, there wasn't enough on the market and that mortgage interest rates were still high.

PRESIDENT'S REPORT

President Brown welcomed new Regional Council Member Carlos A. Leon, Anaheim, RC District 19 and thanked Ashleigh Aitken, who previously held the seat, for her service on the Regional Council. He also thanked Brian Goodell, OCTA Representative, for his service on the Regional Council. He provided an Economic Summit recap and noted that there was more than 500 in attendance. He also provided an update on the Connect SoCal 2024 elected briefings and noted that SCAG hosted 15 briefings in Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. He also announced the call for committee members to serve on the Bylaws and Resolutions Committee, the Nominating Committee and the Scholarship Committee. He shared that Second Vice President Cindy Allen had also started the process to convene the General Assembly Host Committee. He also reported that Executive Director Kome Ajise was one of 25 members appointed to California State Transportation Agency's statewide Transit Task Force and noted that the Task Force would meet bimonthly to develop policy recommendations for growing transit ridership, improving the transit rider experience and addressing long-term operational needs. He indicated that the recommendations would be reported to the state Legislature by October 21, 2025. Lastly, he reminded members that the next Regional Council meeting was scheduled for Thursday, February 1, 2024 at 12:00 p.m.



EXECUTIVE DIRECTOR’S REPORT

Kome Ajise, Executive Director, reported that SCAG was accepting nominations for three federal programs which were the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP). He noted that the combined budget for these three programs was \$278 million. He explained that the project nominations would go through each County Transportation Commission who will coordinate with eligible entities in their counties to submit a prioritized list to SCAG. He indicated that SCAG would bring a list of those three programs to the Regional Council in June. He also introduced Jeff Elder as the newly appointed Chief Legal Counsel and provided a brief overview of Mr. Elder’s public work experience. He also announced the retirement of Leyton Morgan, Contracts Manager, who worked with SCAG for the last 17 years.

Mr. Morgan expressed his thanks to the Regional Council and staff and noted his appreciation for the support.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Brown adjourned the meeting of the Regional Council at 2:07 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
February 1, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: AB 761 (Friedman) – Enhanced Infrastructure Financing Districts in Los Angeles County

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends a support position for Assembly Bill (AB) 761 (Friedman).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its January 16, 2024, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received a report on four bills related to transportation, Brown Act reform, and housing. After discussion and deliberation, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt a support position on Assembly Bill (AB) 761.

BACKGROUND:

SCAG is monitoring over 50 legislative bills that relate to active transportation, affordable housing, and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Since the state legislature started a new session, many bills are still being developed and will be heavily amended through the committee process. At the January 16, 2024 LCMC meeting, staff presented a handful of two-year bills left over from 2023 that align with the State and Federal Legislative Platform. Three of the bills presented at the LCMC meeting were presented for informational purposes, while AB 761 was presented with a staff recommendation to support.

For today’s Regionl Council meeting, the Legislative/Communications & Membership Committee (LCMC) recommends support for AB 761 (Friedman).

Staff will continue to monitor additional legislative bills and provide regular updates at future meetings.

Staff recommends SUPPORT for the following legislative bill:

Bill: AB 761 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Local finance: enhanced infrastructure financing districts.

Status: Held in the Assembly Appropriations Committee as a two-year bill.

Current Update:

AB 761 was introduced on February 13, 2023 by Assemblymember Laura Friedman. While the bill initially proposed to establish the Transit Transformation Task Force, it was amended to relate to enhanced infrastructure financing districts (EIFD) since the Task Force was created through the 2023-24 state budget transit funding package. In September 2023, AB 761 was amended and referred to the Senate Rules Committee, where it has been held as a two-year bill since. On Thursday, November 30, Kevin Gilhooley, Department Manager, met with representatives from Los Angeles County Supervisor Lindsey Horvath's office, where they discussed renewed interest in the gutted-and-amended AB 761 and its potential impact in Los Angeles County. The LA County Board of Supervisors approved a motion to support AB 761 in its current state at its December 2023 meeting.

AB 761 is pending assignment to a policy committee.

Background:

Under existing law, cities have the power to establish an enhanced infrastructure financing district (EIFD) to finance capital projects. EIFDs are financed by utilizing a percentage of future and higher tax collections from the growth in property taxes in the designated project area. Currently, such EIFDs have a time limit of 45 years, at which point the city can no longer receive tax revenues to fund the district's project area/project. EIFDs provide value to cities and counties needing financial support for major infrastructural projects that benefit the community. EIFDs are governed by the California Public Financing Authority, which assists local governments in creating an infrastructure financing plan, including details on financing public facilities, limiting allocated taxes, and specifying when the district will cease to exist.

Commonly, EIFDs help cities pay back federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans distributed by the U.S. Department of Transportation (DOT). TIFIA loans can assist local governmental agencies in building large-scale transportation infrastructure projects, including those related to highway, transit, railroad, intermodal freight, and port access infrastructure. TIFIA credit assistance allows recipients up to a 75-year term to repay the loan, providing a more affordable option. As such, many transportation infrastructure projects are funded by TIFIA loans

nationwide, including several within the SCAG region. Some of these projects within the SCAG region, funded by TIFIA, include:

- The Crenshaw/LAX Transit Corridor Project, including the Metro K Line extension, in Los Angeles, California
- The Gerald Desmond Bridge Replacement Project in Long Beach, California
- The I-10 Corridor Express Lanes Project within San Bernadino County, California
- The I-15 Express Lanes Project within Riverside County, California
- The I-405 Improvement Project within Orange County, California
- The SR 91 Corridor Improvement Project within Riverside County, California
- The LA Metro D-Line Extension, Section 1, within Los Angeles, California
- The LA Metro D-Line Extension, Section 2, within Los Angeles, California
- The LA Metro Regional Connector Transit Corridor Project within Los Angeles, California

The following organizations have issued their support for AB 761:

- County of Los Angeles
- LA Metro
- City of West Hollywood
- CA Contract Cities Association
- Westside Cities Council of Governments
- Hollywood Chamber of Commerce
- West Hollywood Chamber of Commerce
- Move LA
- Streets for All
- West Hollywood Bicycle Coalition
- City of Los Angeles (Council motion introduced – awaiting final council action and Mayor’s signature)

Analysis:

AB 761 is limited to passenger rail projects in Los Angeles County, including the TIFIA-funded projects like the Crenshaw/LAX Transit Corridor Project and the LA Metro D-Line Extension. AB 761 would extend the period that an EIFD created after January 1, 2024, in LA County for zero-emission mass transit projects may exist from 45 years to 75 years if at least 75 percent of the EIFD’s revenue is used to service a federal TIFIA loan. This would offer up to an extra 30 years for an EIFD in LA County to pay off its TIFIA loan. AB 761 will allow EIFDs in LA County to match the maximum timeline of repaying TIFIA loans, which is especially important since the LA County Board of Supervisors noted that it can often take up to 55 years for the tax increment revenue to cover the costs of a TIFIA loan. Matching the timelines of EIFDs and TIFIA loans will allow EIFDs to collect more

funding, help reduce the impact of EIFD-funded projects on local budgets, and allow local governments in LA County to compete for and leverage state and federal funds.

LA County has several rail projects on the horizon in preparation for the 2028 Summer Olympic Games and stretching out to 2050, with the goals of Connect SoCal. Some of these projects, many in the very initial stages of planning, include the LAX People Mover (2024), Dodger Stadium Gondola (2028), Metro D-Line extension (2028), Foothill Extension (2028), Inglewood-LAX People Mover (2028), The East San Fernando Valley Light Rail Transit Project (2030), C-Line Extension to Torrance (2033), the West Santa Ana Branch Transit Corridor light rail line (2035), Eastside Transit Corridor Phase 2 extension of the Metro E Line (2035), Metro K Line Northern Extension (2047), conversion of the L and N line busways to light rail transit (2050), and the Sepulveda Transit Corridor (TBD), amongst others. Many of these projects do not have concrete funding sources yet and could leverage loans and grants from the DOT, including TIFIA loans.

Recommendation:

With AB 761 extending the term of EIFDs to 75 years, EIFDs can leverage up to 30 more years to collect revenue to pay off TIFIA loans than in the status quo. TIFIA loans are already extremely valuable funding sources for several transportation projects within the SCAG region. This bill will contribute to SCAG's ambitious Connect SoCal and REAP goals. Thus, the LCMC recommends support for AB 761.

Prior Committee Action

At the LCMC meeting on January 16, 2024, staff presented AB 761 to the Committee with a recommendation to support and various other bills for informational purposes. Some members of the LCMC expressed support and enthusiasm for AB 761 and requested that staff inquire about expanding the scope of the bill to include all counties in the SCAG region rather than the bill's provisions being limited to Los Angeles County.

After providing brief remarks on AB 761 and remarks on other bills presented for informational purposes only, the LCMC voted unanimously to forward a support position on AB 761 to the Regional Council.

FISCAL IMPACT:

Work associated with the staff report on AB 761 (Friedman) - EIFDs in LA County is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
February 1, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contracts \$500,000 or Greater: Contract No. 24-010-C01, SCAG's Regional Household Travel Study

RECOMMENDED ACTION:

Approve Contract No. 24-010-C01 an amount not to exceed \$972,677 with Resource Systems Group, Inc. (RSG) to design, implement, and analyze the SCAG regional household travel survey through three (3) annual survey collections. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This multi-year project aims to improve SCAG's travel demand models through collected multi-day travel behavior surveys with the aid of cutting-edge survey instruments. The survey will enable staff to capture base year information for the 2028 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and beyond.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Resource Systems Group, Inc. (RSG) 24-010-C01	The project is to gather travel behavior data from a large sample of residents in the SCAG region. Staff will use for the data for SCAG's regional travel demand model. This project aims to improve SCAG travel demand models and analysis.	\$972,677



FISCAL IMPACT:

Funding of \$670,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Numbers 290-4931UC.01, 290-4931E.01, and 290-4931VC.01 and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 24-010-C01
2. Contract Summary 24-010-C01 COI

CONSULTANT CONTRACT NO. 24-010-C01

Recommended Consultant:

Resource Systems Group, Inc. (RSG)

Background & Scope of Work:

The consultant shall provide services for conducting three annual rounds of SCAG regional household travel survey collection. A minimum of three thousand and seven hundred and fifty (3,750) complete and valid household level samples are desired by SCAG that represent SCAG regional travel behavior. The data will be suitable for estimation and calibrating SCAG regional travel demand models and support analysis conducted by SCAG planning departments.

LA Metro is partnering with SCAG on this project. P A staff member designated by LA Metro as the other Project Manager will participate in project milestones events (such as consultant interview, project kickoff), bi-weekly project meetings, and review and utilize project deliverables. LA Metro is also expected to provide additional data that can facilitate this project.

Specifically, consultant’s tasks include (1) project management, including designing project work plan; (2) survey methodology and instrument design, including refining survey questionnaire, survey instrument programming, and survey methodology design; (3) survey sampling, survey pretest, pilot survey, including refining sampling methodology, conducting survey pretest, pilot survey, finalizing survey instruments, and procedures, and designing communication and targeted recruitment; (4) main survey implementation, coding, and post-processing, including implementing main study survey, and reviewing and post-processing main survey data; (5) survey analysis, final report, presentations, including weighting and expanding survey data, final reporting and presentation.

Project’s Benefits & Key Deliverables:

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

- Finalized survey questionnaire and technical memorandum for survey methodology and instrument design for each survey wave. These deliverables provide SCAG with replicable and customizable survey instrument where SCAG modeling and planning departments can include specific strategies on Vehicle Mile Travelled (VMT) and Greenhouse Gas (GHG) reduction throughout the three waves of survey.
- Finalized technical memorandum for survey sampling design and recruitment strategy for each survey wave. These deliverables provide SCAG with replicable and statistically robust participant recruitment procedure to ensure the collected samples are representative to our region.
- Technical memorandum on data weighting and expansion and related scripts/programs; and weighted and expanded survey data and post-processed main survey dataset, scripts; and supporting documentation. These deliverables support SCAG modeling department for travel demand model development and planning departments for policy analysis.

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** \$972,677

Resource Systems Group, Inc. (RSG) (prime consultant) \$887,635
WestGroup, LLC (subconsultant) \$85,042

Note: Resource Systems Group, Inc. (RSG), originally proposed \$1,239,482, but staff negotiated the price down to \$972,676 without reducing the scope of work.

Contract Period: Notice to Proceed through June 30, 2026.

Project Number(s): 290-4931UC.01 \$150,501
290-4931E.01 \$19,499
290-4931VC.01 \$500,000
Funding source(s): Senate Bill 1 (SB1) Sustainable Communities Formula, Transportation Development Act (TDA), and Los Angeles Metro Transit Authority (LACMTA).

Funding of \$670,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number(s) 290-4931UC.01, 290-4931E.01 & 290-4391VC.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 5,079 firms of the release of RFP 24-010-C01 via SCAG's PlanetBids website. A total of 48 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Resource Systems Group, Inc. (RSG) (one subconsultant) \$1,239,482
ETC Institute (one subconsultants) \$1,249,561

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed both proposers.

The PRC consisted of the following individuals:

Yang Wang, Senior Modeler, SCAG
Bayarmaa Aleksandr, Principal Modeler, SCAG
Anthony Catalina, Senior Director, LA METRO
Shengyi Gao, Senior Analyst, SACOG
Jaimee Lederman, Principal Regional Planner, SCAG

Basis for Selection:

The PRC recommended Resource Systems Group, Inc. (RSG) for the contract award because the consultant:

- Demonstrated the best understanding of the project: RSG is a national leader in household travel survey in terms of administering, designing, and researching and has demonstrated records of successful projects nationwide and statewide, over-achieving targets set by clients. The PRC noted in RSG’s proposals that they offer all services in-house and clearly understood SCAG’s activity-based travel demand model;
- Provided the best technical approach: RSG proposes concrete and actionable plans for each sub-task and offers options for alternative testing. During the interview RSG presented anticipated project difficulties and topics that are interested by SCAG and LA Metro, such as mixed-mode data collection, adult proxy report for a child, equity inclusion in design, and detailed completion criteria;
- Provided the best overall value for the level of effort proposed: RSG demonstrates records of successful project deliverables across nation and in major metropolitan areas. Recent projects include MTC (Bay Area), SANDAG (San Diego), Central Valley, PSRC (Seattle). The success in delivering hard-to-reach population in Central Valley is valuable to our diverse region. RSG designed the first smartphone-app based household travel survey instrument in the industry and is continuing to improve; and
- Proposed the lowest price.

**Conflict of Interest (COI) Form - Attachment
For February 1, 2024 Regional Council Approval**

Approve Contract No. 24-010-C01 an amount not to exceed \$972,677 with Resource Systems Group, Inc. (RSG) to design, implement, and analyze the SCAG regional household travel survey through three (3) annual survey collections. 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)?
Resource Systems Group, Inc. (RSG) (prime consultant)	No - form attached
WestGroup Research (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 24-010

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: Resource Systems Group, Inc. dba Resource Systems Group Inc-VT

Name of Preparer: John (Jay) E. Evans

Project Title: 2023 SCAG Regional Travel Survey

RFP Number: 24-010 Date Submitted: November 1, 2023

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) John (Jay) E. Evans, hereby declare that I am the (position or title) Chief Operating Officer of (firm name) Resource Systems Group, Inc. dba Resource Systems Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 31, 2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 October 31, 2023
 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./Contract No. 24-010

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: WestGroup LLC (dba WestGroup Research)

Name of Preparer: Kathryn A. De Boer

Project Title: SCAG Regional Travel Survey

RFP Number: 24-010 Date Submitted: October 13, 2023

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) Kathryn A. De Boer, **hereby declare that I am the (position or title)** Senior Vice President **of (firm name)** WestGroup 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 13, 2023 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****

 October 13, 2023
 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.





**AGENDA ITEM 6
REPORT**

Southern California Association of Governments
February 1, 2024

To: Regional Council (RC)
From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

Subject: 2024 Draft Regional Transportation Safety Targets

RECOMMENDED ACTION:

That the Regional Council (RC) adopt the draft calendar year 2024 SCAG regional transportation safety targets.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule requires that State DOTs, in coordination with Metropolitan Planning Organizations (MPOs), establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) released the updated statewide safety performance targets in August 2023 for calendar year 2024. The Final Rule provides MPOs 180 days from the date that statewide targets are established to determine regional targets. Therefore, SCAG will have until February 28, 2024 to adopt regional safety targets for calendar year 2024.

SCAG maintains the option to agree to support the statewide targets as established by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. SCAG staff recommend adopting regionally specific targets that are consistent with SCAG’s existing transportation safety modeling capabilities which account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance. This recommended approach still provides the ability for SCAG to accurately monitor ongoing regional transportation safety performance relative to the statewide targets. However, since the safety targets are updated annually, SCAG will have the opportunity to revisit and update the regional targets each calendar year.

BACKGROUND:Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated by the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes.

The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five transportation safety performance measures were established through the federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2023 for calendar year 2024. SCAG has until February 28, 2024 to establish the updated annual regional safety targets.

The Final Rule also established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets.

Caltrans is required to annually update the statewide targets in August of each year. SCAG is then required to adopt targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. Calendar year 2024 is the seventh year for which annual transportation safety targets are being produced pursuant to federal transportation performance management and reporting requirements. SCAG has the option to either agree to support the

statewide targets as provided by Caltrans, establish a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

In previous years, SCAG opted to support the statewide targets by adopting a set of regionally specific transportation safety targets based on the existing Caltrans methodology. However, starting 2021, SCAG began developing regional targets based on a methodology that is supportive of the national ‘Toward Zero Deaths’ strategy. SCAG is fully committed to working toward achieving annual reductions in fatalities and serious injuries until 2050, at which time the region would be anticipated to experience zero traffic-related fatalities. SCAG provides regular updates on its progress towards achieving its regional transportation safety targets, including performance reports provided within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five safety targets are either met or the reported outcomes are better than the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the state has not made significant progress toward achieving its targets, a State Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

For example, in March 2021, FHWA notified Caltrans that California had not met or made significant progress towards its calendar year 2019 safety targets. In response to this determination, the State was required to obligate authority equal to its Fiscal Year 2018 HSIP apportionment for HSIP projects in Fiscal Year 2022 (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA. The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in federal Fiscal Year 2022 to make progress toward achieving the targets.

Target Setting Approaches

There are two primary types of safety target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term “target” to refer to a long-term vision for future performance. Many transportation agencies set vision-based targets for zero fatalities and equally ambitious metrics for assessing progress toward achieving that vision. The evidence-based approach is focused specifically on what may feasibly be achieved within the context of an identified set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe.

While these two approaches are distinct, they are not necessarily conflicting. A vision-based target is useful for galvanizing support around planning efforts and for ensuring successful strategies are

considered or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability and emphasize feasibility. Being able to demonstrate the benefits of different levels of investment in transportation safety may strengthen understanding of the implications of transportation investment decisions.

Statewide Transportation Safety Targets

Starting in 2018, the statewide targets developed by Caltrans were supportive of ‘Toward Zero Deaths’, a core objective of California’s Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should die or be seriously injured on the road because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that, if one part fails, the others will still protect people.

Caltrans now uses a trend line approach toward statewide safety performance target setting that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting and it is challenging to precisely forecast the full impact of safety investments.

The calendar year 2024 statewide targets, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **4,080.6**
- Rate of fatalities per 100 million VMT: **1.30**
- Number of serious injuries: **16,628.1**
- Rate of serious injuries per 100 million VMT: **4.92**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,380.5**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three basic steps: 1) Evaluation of existing safety data and trends to determine current regional conditions. 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year. 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury reductions due to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (an increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational and enforcement activities, and ongoing transportation safety performance evaluation.

The region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for safety planning and target setting. This effort resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with federal safety target requirements. This predictive safety modeling capability accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into SCAG's new safety target setting model. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)

- Total annual VMT
- Proportion of annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways).

Demographics

- Total population
- Proportion of population aged 65+
- Proportion of population aged 15-24
- Proportion of population aged 18-24

Mode Share

- Proportion of population that commute via transit, bicycle, or walking

Socioeconomics

- Median household income
- Total employment
- Unemployment rate
- Gas prices

Miscellaneous

- Distilled spirit consumption per capita

Using the safety model, SCAG developed the draft regional safety targets for calendar year 2024. The model forecasts trends through 2025, reflecting moderate increases in both fatalities and serious injuries. For 2024, SCAG forecasts a three percent increase in fatalities, a four percent increase in serious injuries, and a two percent increase in the combined non-motorized fatalities and serious injuries.

The proposed SCAG regional targets for calendar year 2024, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **1,861.4**
- Rate of fatalities per 100 million VMT: **1.26**
- Number of serious injuries: **7,460.8**
- Rate of serious injuries per 100 million VMT: **5.42**
- Number of non-motorized fatalities & serious injuries: **2,368.2**

To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners. Additionally, SCAG has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's current long-range plan, Connect SoCal, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regional targets based on recently developed safety modeling capability. This recommendation will allow SCAG to establish regional targets that are feasible for the region while still maintaining consistency with national transportation highway safety objectives and the statewide targets.

For calendar year 2024, SCAG recommends maintaining a long-term aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. The modeled safety targets for the SCAG region forecast a three percent increase in fatalities, a four percent increase in serious injuries, and a two percent increase in non-motorized fatalities and serious injuries. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

FISCAL IMPACT:

Funding for staff work on this program is included in OWP Task #310.4883.01 (Complete Streets: Transportation Safety).

ATTACHMENT(S):

1. 2024 Statewide Transportation Safety Targets

California Safety Performance Management Targets for 2024

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

Caltrans set SPMTs for the 2024 calendar year by August 31, 2023. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

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

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

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

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

These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2023, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

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

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

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

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On August 9, 2023, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2024 SPMTs were presented along with the methodology, which extrapolates the annual decrease of fatalities and serious injuries into the future.

Statewide Number of Fatalities

The 2024 target for the number of fatalities is a five-year rolling average of **4,080.6**. NHTSA's Fatality Analysis Reporting System (FARS) data was used from 2012 through 2021. In California, traffic fatalities generally increased between 2012 to 2017 as shown in Figure 1, but there was a 2.2% reduction in traffic fatalities in 2017 from 3,884 to 3,798 in 2018 and a 2.1% reduction in traffic fatalities in 2018 from 3,798 to 3,719 in 2019. Traffic fatalities then jumped by 7.0% in 2020 and 7.7% in 2021.

Caltrans and OTS considered several options while reviewing the various trends for the 2024 target. Some options included and excluded COVID-impacted years and the expected projections. Another option was a vision zero target where the necessary annual reductions were determined to reach zero fatalities by 2050. These various methods either resulted in an increasing target from the 2021 five-year rolling average or provided inconsistencies as to which data or years to include to determine the target.

NHTSA published a final rule on February 6, 2023, that requires States to submit constant or improved targets for the common performance measures and the common targets must be identical in the HSIP annual report and Highway Safety Plan (HSP). NHTSA also approved a triennial HSP that required OTS to report performance measures and targets through 2026. To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method that would reflect targets that remained constant when comparing the 2026 five-year rolling average with the 2021 five-year rolling average. This was achieved by setting the 2026 five-year rolling average target equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 2.84%. The dark green line represents the 5-year rolling average of the annual number of fatalities.

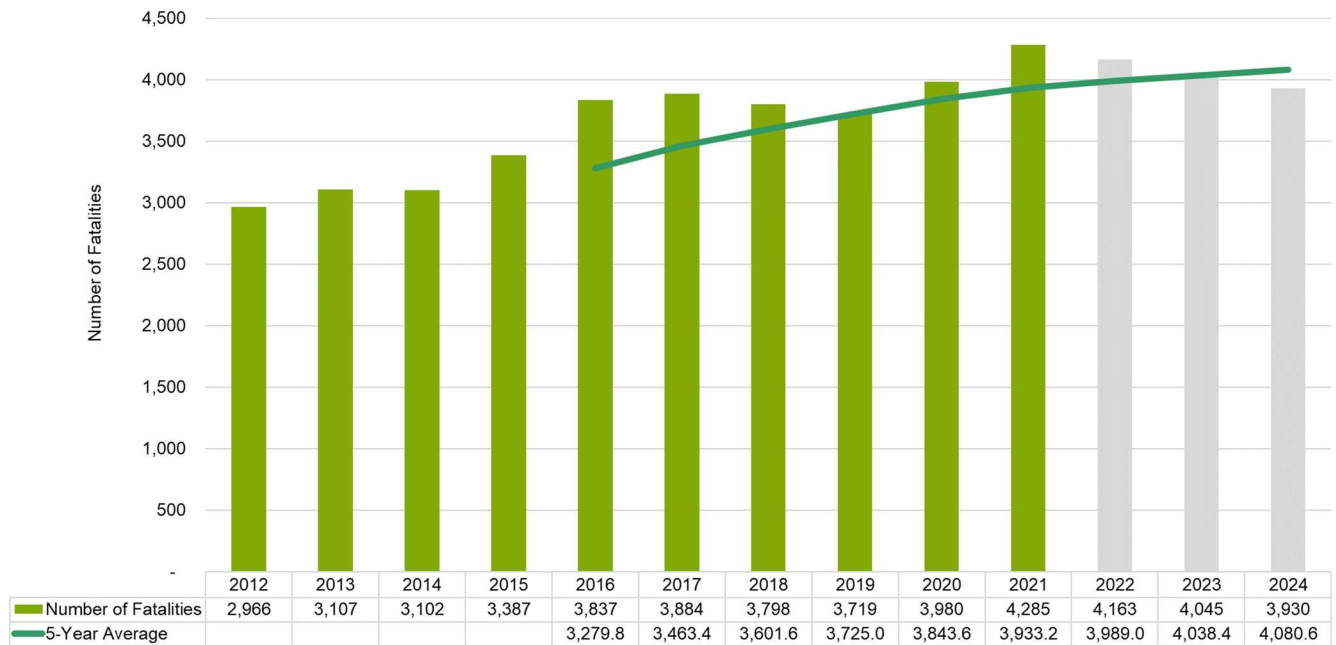


FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury crashes throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

The 2024 target for the number of serious injuries is a five-year rolling average of **16,628.1**. CHP’s Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, serious injuries due to traffic crashes generally increased between 2012 to 2016, and then in 2018, the first full year when the serious injury definition included suspected serious injury, resulted in a significant 13.8% increase. There was a 6.8% reduction in 2019 from 16,443 to 15,392 in 2020, but then there was another significant 16.3% increase in 2021.

To comply with NHTSA’s new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 2, the green bars reflect the data that was available in SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual number of serious injuries.

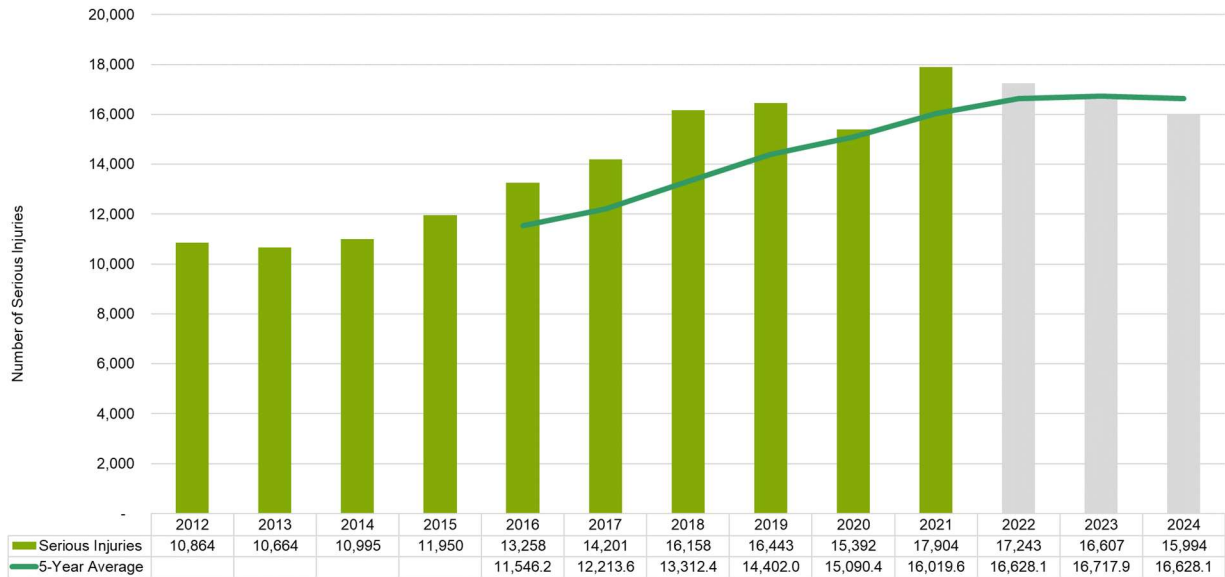


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Statewide Fatality Rate

The 2024 target for the fatality rate is a five-year rolling average of **1.30**. NHTSA used the Crash Data Acquisition Network to share the fatality rate per 100 million vehicle miles driven. In California, the fatality rate generally increased between 2012 to 2017, and there was a 3.7% reduction in 2018 and 2019 only to have a 22% increase occur in 2020 and then a 3.8% increase in 2021.

To comply with NHTSA’s new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 3, the green bars reflect the data that was available through NHTSA at the time of the target setting process and the gray bars reflect the projected annual decrease of 4.61%. The dark green line represents the 5-year rolling average of the annual fatality rates.

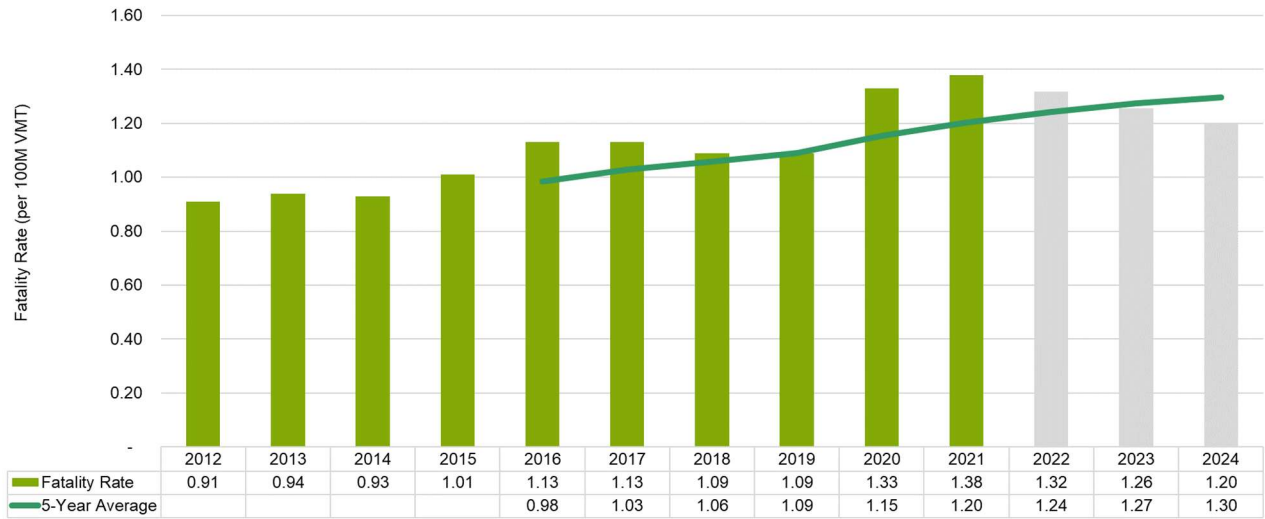


FIGURE 3 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

The 2024 target for the serious injury rate is a five-year rolling average of **4.918**. CHP’s Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, the serious injury rate due to traffic crashes generally increased between 2012 to 2017, and then in 2018, the suspected serious injury inclusion resulted in a 12.1% increase. There was another 9.8% increase in 2020.

In Figure 4, the green bars reflect the data that was available through SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual serious injury rate.

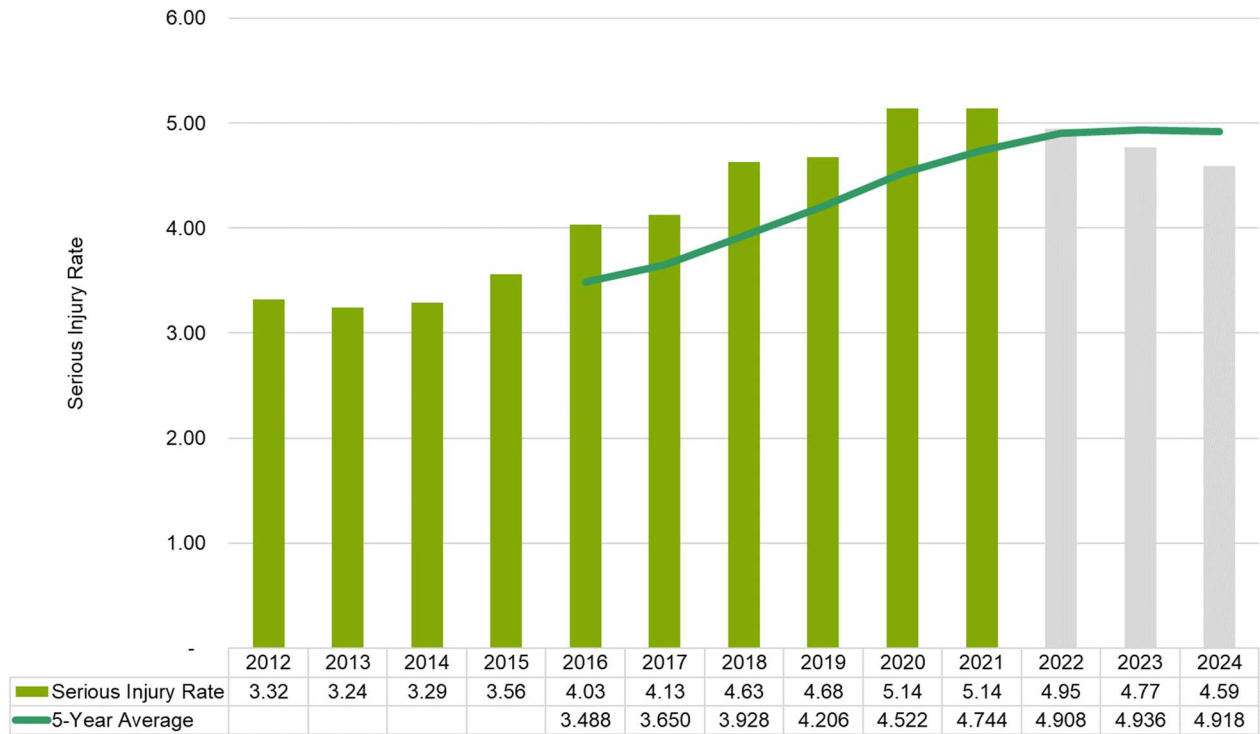


FIGURE 4 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

The 2024 target for non-motorized fatalities and non-motorized serious injuries is a five-year rolling average of **4,380.5**. In Figure 5, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS at the time of target setting for pedestrians and bicyclists combined. The gray bars reflect the annual decrease of 2.84% for non-motorized fatalities and the dark gray bars reflect the annual decrease of 3.69% for non-motorized serious injuries. The dark green line represents the 5-year rolling average of the annual non-motorized fatalities and non-motorized serious injuries.

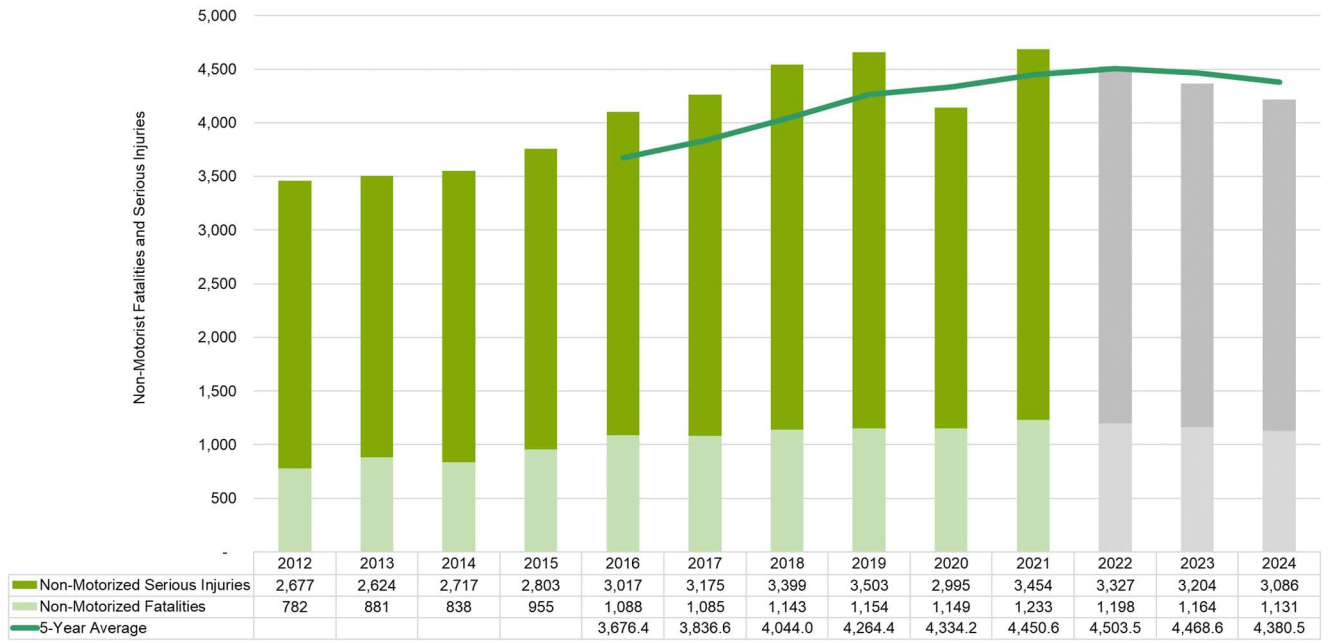


FIGURE 5 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

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AGENDA ITEM 7
REPORT

Southern California Association of Governments
February 1, 2024

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: February 2024 State and Federal Legislative Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

State Legislative Session Reconvenes

The California Legislature reconvened on January 4, 2024, and initiated the second and final half of the 2023-2024 Legislative Session. January 10 was the deadline for the Governor to Submit the Budget. The Governor released his \$291 billion budget blueprint, which is approximately \$20 billion less than the FY 23-24 budget, and projects a \$37.9 billion deficit. More information on the budget is detailed in the following article.

The legislative session is approaching various deadlines quickly, and several others have passed within the past month. On January 19, 2024, the Office of Legislative Council stopped receiving bill requests, and additionally, legislative policy committees finished hearing and reporting on bills introduced in that house in 2023. Additionally, January 31, 2024, was the deadline for any active two-year bills that did not pass in 2023 to pass in their house of origin. Further, the bill introduction deadline is coming up later this month, February 16, 2024. The legislative session will continue to ramp up as we approach more budgetary and legislative deadlines in April, May, and June.

Governor Newsom Presents January Budget Proposal for FY 24-25

Governor Newsom presented his January Budget Proposal for the 2024-25 fiscal year on Wednesday, January 10, 2023, as required by the State’s constitution. The budget includes \$291.5 billion in spending in all categories. The Governor’s budget estimates a \$37.9 billion shortfall compared to the \$68 billion deficit that the Legislative Analyst’s Office predicted in its December 2023 budget outlook report. In response to the Governor’s January Budget Proposal, the LAO noted

that his projections are “plausible, but optimistic,” as he assumes California will collect more revenue than the LAO’s projections. Further, the LAO believes that the Governor is underestimating the state’s budget problem. If the Governor’s projections are overly optimistic, it may mean that the State will need to propose further cuts during the May Revise or potentially face an even worse budget problem in future fiscal years.

As the Constitution requires the budget to be balanced when presented, the Governor’s proposal includes the following actions to address the \$38.7 billion deficit:

- **Reserve Account Funds (\$13.1 billion)** – The Governor decided to dip into three of the State’s four reserve accounts, including \$10.4 billion from the Mandatory Budget Stabilization Account (BSA) Balance and Transfer Suspension Account, \$1.8 billion from the Discretionary BSA Balance, and \$900 million from the Safety Net Reserve.
- **Reductions (\$8.5 billion)** – Reducing spending for various items from the 2023-23 through 2023-24 fiscal years, including:
 - Various Climate Reductions (\$2.9 billion),
 - Various Housing Program Reductions (\$1.2 billion),
 - **Includes a \$300 million reversion of REAP 2.0 funding.**
 - State Vacant Position Funding Sweep (\$762.5 million),
 - School Facilities Aid Program (\$500 million),
 - Student Housing Revolving Loan Fund Program (\$494 million),
 - Legislative Requests (\$350 million),
 - University of California Los Angeles Institute of Immunology and Immunotherapy (\$300 million), and
 - Middle-Class Scholarship Program (\$289 million).
- **Revenue/Internal Borrowing (\$5.7 billion)** – The budget contains support from revenue sources and borrows from various internal special funds, including increasing the Managed Care Organization Tax Support for Medi-Cal and Conforming to Tax Cuts and Jobs Act Net Operating Loss Limitation.
- **Funding Delays (\$5.1 billion)** – Delaying funding for multiple items from the 2025-26 through 2028-29 fiscal years, spreading the funding across future years without reducing the total amount of funding planned over the entire period, including:
 - Transit and Intercity Rail Capital Program (\$1 billion),
 - Full Implementation of DDS Service Provider Rate Reform (\$613 million),
 - Preschool, Transitional Kindergarten, and Full-Day Kindergarten Facilities Grant Program (\$550 million),
 - Clean Energy Reliability Investment Plan (\$400 million),
 - Behavioral Health Bridge Housing Program (\$235 million), and
 - Vulnerable Community Toxic Clean Up (\$175 million).

- **Fund Shifts (\$3.4 billion)** – Shifts some expenditures from the General Fund to other funds, including:
 - Various shifts to the Greenhouse Gas Reduction Fund (\$1.8 billion),
 - State plans retirement contribution reductions using Prop 2 Debt Repayment
 - Funding (\$1.3 billion), and
 - Unemployment Insurance Interest Payment (\$100 million).
- **Fund Deferrals (\$4.3 billion)** – Defers certain spending obligations to the 2025-26 fiscal year.

Of importance to SCAG, as emphasized above, the Governor’s plan includes cuts to REAP, Active Transportation Program (ATP), and the Infill Infrastructure Grant (IIG) Program. Governor Newsom proposed a reversion of \$300 million from the REAP 2.0, representing half of the \$600 million allocated to that program. Governor Newsom proposes a reduction of \$200 million to the Active Transportation Program (ATP), meaning the program will have \$850 million remaining. The Governor proposes pulling \$200 million from future cycles to ensure no impact on all previously awarded projects. He also proposes a \$200 million reversion from the Infill Infrastructure Grant Program, maintaining only \$225 million for the program over two years.

Next Steps

The Governor’s proposal is the first step in the budget process that will culminate with the adoption of the FY 2024-25 budget by June 15, 2024, as required by the state constitution. Over the next several months, the Legislature will convene its budget committees, identify its priorities, and negotiate with the Governor. While many steps remain, the January budget proposal is a key indication for legislators on the Governor’s top priorities.

Cruz Strategies represents SCAG in Sacramento and provided a summary of the budget, which is attached to this report. To access the Governor’s proposed budget, visit ebudget.ca.gov.

New State Legislature Leadership

State Senator Mark McGuire (D-Healdsburg) will be sworn in as the State Senate’s pro-Tempore this month, which is the highest-ranking member of the State Senate. The Senate pro-Tempore chairs the Senate Rules Committee, which assigns Senate-led bills to policy committees as part of the state legislative process. Senator McGuire will replace the outgoing Senate pro-Tempore Toni Atkins (D-San Diego), who is terming out after next year and considering entering the 2026 California Gubernatorial race. However, Senator McGuire’s leadership as Senate pro-Tempore will be brief since he terms out of office in 2026.

At last month’s RC, staff reported on key changes to State Assembly leadership, including the appointments of Assemblymember Lori Wilson (D-Suisun City) as Chair of the Assembly Transportation Committee, Assemblymember Chris Ward (D-San Diego) as Chair of the Assembly

Housing and Community Development Committee, Assemblymember Buffy Wicks (D-Oakland) as Chair of the Appropriations Committee, Assemblymember Jim Wood (D-Santa Rosa) as Speaker pro Tempore, Assemblymember Cecilia Aguiar-Curry (D-Winters) as Majority Leader, and Assemblymember Matt Haney (D-San Francisco) as Majority Whip.

In addition to the changes reported last month, Assemblymember Jesse Gabriel (D-Woodland Hills) was appointed Chair of the Assembly Budget Committee. There were also changes to the leadership of the budget subcommittees: Assemblymember Dr. Akilah Weber (D-San Diego) was appointed as Chair of Assembly Budget Subcommittee No. 1 on Health; Assemblymember Corey Jackson (D-Moreno Valley) was appointed as Chair of Assembly Budget Subcommittee No. 2 on Human Services; Assemblymember David Alvarez (D-San Diego) was appointed as Chair of Assembly Budget Subcommittee No. 3 on Education Finance; Assemblymember Sharon Quirk-Silva (D-Fullerton) was appointed as Chair of Assembly Budget Subcommittee No. 5 on State Administration; Assemblymember James Ramos (D-San Bernardino) was appointed as Chair of Assembly Budget Subcommittee No. 6 on Public Safety; and lastly, Assemblymember Avelino Valencia (D-Anaheim) was appointed as Chair of Assembly Budget Subcommittee No. 7 on Accountability and Oversight. The only Budget Subcommittee not to receive a new appointment was Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation, which is still held by Assemblymember Steve Bennett (D-Ventura).

FEDERAL

Fiscal Year (FY) 2024 Appropriations Update

The federal government's new fiscal year (FY) began on October 1, 2023. Congress funds the federal government's various agencies and branches through twelve annual spending bills. Congress has yet to agree on its appropriations, but on November 17, 2023, passed a two-pronged Continuing Resolution (CR) to fund the government temporarily. The first CR funded the Transportation-Housing and Urban Development (T-HUD), the Energy Department, Veterans Affairs, and the military through January 19, 2024. The second CR funded the rest of the government until February 2, 2024. Since Congress was not able to approve appropriations for FY 2024 in time, the Senate and House passed a two-step Continuing Resolutions (CR) on January 18, 2024, by a vote of 77 to 18 in the Senate and 314 to 108 in the House, with heavy Republican opposition. The first step of the CR would extend T-HUD and appropriations for a few other agencies through March 1, 2024, while the second step would include everything else and expire on March 8, 2024.

On January 7, House and Senate leadership agreed to an overall spending level for the remainder of 2024, with a topline spending level of \$1.6 trillion, including \$886 billion for defense and \$773 billion for nondefense spending. This agreement allows Congressional Appropriators to work on the spending levels within each department and for specific programs. However, while an extension until March sounds like it will give Congress an additional month or so to pass an entire budget, the House and Senate calendars do not align well, so both chambers will only be in session together for

ten days between January 19 and March 1. Those ten days represent an extremely narrow window for both chambers to agree on spending levels for every program within each Department and pass all 12 appropriations bills needed to fund the federal government. Thus, at the time of writing this report, it remained likely that the CRs would need to be extended beyond the new March 1 and 8 deadlines.

Federal Notices of Funding Opportunities (NOFOs) Update

In 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years, \$110 billion of which is made available through competitive grant funding. These historic levels of investment in transportation grant programs have allowed areas in the SCAG region to apply for funding for critical infrastructure improvement projects. Of note, the PROTECT, Mega, INFRA, EV Charging and Refueling Infrastructure, Low and No Emissions Buses, Safe Streets for All Grants, Bus and Bus Facilities Grants, the Port Infrastructure Development Program will be opening in early 2024, with dates not announced yet.

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

Program	Deadline	Agency
Currently Open Grant Opportunities		
Bridge Investment Program – Planning Grants	February 19, 2024	Federal Highway Administration
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	February 28, 2024	DOT Office of the Secretary
Bridge Investment Program – Bridge Projects	March 19, 2024	Federal Highway Administration
Climate Pollution Reduction Grant Program	April 1, 2024	Environmental Protection Agency
Port Infrastructure Development Program (PIDP)	Apr 30, 2024	Maritime Administration
Bridge Investment Program – Large Bridges	August 1, 2024	Federal Highway Administration
Environmental and Climate Justice Program Community Change Grants	November 21, 2024	Environmental Protection Agency
Upcoming Grant Opportunities		



PROTECT Grant Program	FY24 NOFO expected Q2 2024	Federal Highway Administration
Electric Vehicle (EV) Charging and Refueling Infrastructure Program	FY24 NOFO expected Q2 2024	Federal Highway Administration
Active Transportation Infrastructure Investment Program	FY24 NOFO expected Winter 2024	Federal Highway Administration
Bus and Bus Facilities Grant Program	FY24 NOFO expected Q1 2024	Federal Transit Administration
Low-No Emission Buses Grant Program	FY24 NOFO expected Q1 2024	Federal Transit Administration
Digital Equity Competitive Grants	FY24 NOFO expected Q1 2024	National Telecommunications and Information Administration
National Infrastructure Project Assistance (MEGA)	FY24 NOFO expected Q2 2024	Office of the Secretary of Transportation, U.S. Department of Transportation
Nationally Significant Freight and Highway Projects (INFRA)	FY24 NOFO expected Q2 2024	Office of the Secretary of Transportation, U.S. Department of Transportation
Safe Streets and Roads for All	FY24 NOFO expected February 2024	Office of the Secretary of Transportation, U.S. Department of Transportation

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2024-25 Jan Budget Summary - Cruz Strategies



Governor's 2024-2025 January Budget *January 10, 2024*

On January 10th, Governor Newsom unveiled a \$291.5 billion budget proposal for the upcoming fiscal year, 2024-2025. However, Newsom cited a much lower-than-expected budget deficit amount than the Legislative Analyst's Office has been reporting (\$37.86 billion deficit compared to the LAO's \$68 billion figure).

The budget preserves a number of the Administration's priority program investments that were enacted in the last few years, including Medi-Cal expansion for undocumented immigrants and homelessness grants for local governments. However, the proposal cuts approximately \$8.5 billion from a variety of funds, including reductions to climate change, housing programs and school facilities (with the note that bonds will be considered for November 2024 in this area). The budget also delays and defers more than \$7 billion in funding for transit and intercity rail, early childhood education grants, clean energy and behavioral health housing. Additionally, the proposed budget withdraws \$13 billion from the state's reserves, which had been avoided in last year's budget deliberations. The budget numbers will shift again by the time Newsom announces a revised plan in May, after Californians have filed their tax returns and state officials have a better idea of how much revenue will come into the state coffers.

The Governor highlighted in his press conference and subsequent press release several promises and proposed areas of focus for funding this year, including addressing homelessness, mental health reform, public safety, maintaining economic stability, and career education/TK investments.

Highlights by Issue Areas

Below, we have included proposals of interest or significance in the Governor's budget broken down by subject area. A link to each subject area is also included in the header of each section if you need additional information.

[Criminal Justice/Public Safety](#)

- **Bachelor's Degree Program**—The 2022 Budget Act added \$4.7 million ongoing General Fund to permanently operate bachelor's degree programs at seven institutions in collaboration with the California State University (CSU) system to enable incarcerated individuals to further prepare to enter the workforce and find gainful employment upon

their release from prison. All seven programs are operational and there are 280 students currently enrolled in CSU programs.

- **Prison Closures** - The Budget includes \$9.6 million in General Fund savings in 2024-25, increasing to \$11.1 million ongoing, to reflect a reduced administrative workload and positions associated with supporting the four prison closures.
- **Free Voice Calling Adjustments**—An increase of \$7.4 million one-time General Fund in 2023-24, and \$8.2 million ongoing, which results in total funding of \$32.6 million in 2023-24, and \$36.7 million ongoing, to provide incarcerated individuals access to free voice calling, consistent with Chapter 827, Statutes of 2022 (SB 1008). While rates are unchanged, the number of minutes increased compared to spring 2023 projections.
- **DJJ Funding Changes** - SB 823 required the Governor and the Legislature to work with stakeholders to establish a new funding distribution methodology for JJRBG by January 10, 2024. As part of the Budget, the Administration is proposing statutory changes to maintain the current funding formula specified in SB 823 for 2024-25 to: (1) provide more time for the Administration to engage with the Legislature and stakeholders on the best approach for achieving a refined funding allocation methodology that will lead to improved outcomes for realigned youth, and (2) help create greater certainty for counties regarding their allocation amounts for 2024-25, which is particularly important given the current fiscal climate.
- **Combating Organized Retail Theft and Other Crimes**—\$373.5 million General Fund over four years to bolster local law enforcement efforts to address retail theft and other crimes. This includes ongoing resources to expand and make permanent California Highway Patrol's retail theft task forces as well as the Department of Justice's Special Operations Unit and other task force and prosecution teams. These statewide enforcement efforts combat violent career criminals, gangs, and organized crime groups by using electronic surveillance and advanced investigative techniques.
- **California Violence Intervention and Prevention (Cal VIP) Grant Program**— \$200 million General Fund was provided over three years to expand violence prevention efforts within communities that focus on those at the highest risk of violence.
- **Gun Violence Restraining Orders**—\$15 million one-time General Fund across 2021-22 (\$11 million) and 2023-24 (\$4 million) to facilitate education and training efforts related to gun violence restraining orders, including a public awareness campaign, grants to domestic violence groups to conduct outreach, and gun violence restraining order trainings to entities statewide.
- **Drug Interdiction Continuation**—An increase of \$30 million General Fund (\$15 million in 2024-25 and \$15 million in 2025-26) to further expand the Military Department's existing drug interdiction efforts to prevent drug trafficking by transnational criminal organizations throughout the state, with a particular focus on assisting federal, state, local, and tribal law enforcement agencies in combating fentanyl.
- **Post Release Community Supervision**—The Post Release Community Supervision Act of 2011 authorized CDCR to release certain incarcerated individuals to county supervision. The state provides funding to those counties. The Budget estimates \$4.4 million General Fund will be allocated to counties for this purpose in 2024-25.
- **Community Corrections Performance Incentive Grant**—The Community Corrections Performance Incentive Grant, Chapter 608, Statutes of 2009 (SB 678), was created to provide incentives for counties to reduce the number of felony probationers sent to state prison. The Budget includes \$113.6 million General Fund for county probation departments. In the prior three years, funding for this item was held constant due to the

COVID-19 Pandemic's effect on probation populations, law enforcement practices, and court processes. The Budget reverts to the previous methodology for calculating incentive payments to the counties beginning in 2024-25, as specified in existing statute and because recent data suggest the number of felony probationers sent to state prison is normalizing to pre-pandemic levels.

- **Public Safety Radio Modernization to Support Equal Access to 9-1-1 Services**—An increase of \$6.4 million State Emergency Telephone Number Account funds an additional 12 positions to continue implementation of the California Radio Interoperable System, a statewide public safety radio system that dramatically improves interoperability for state, local, and federal public safety responders.

Health and Human Services

- **Expanding Medi-Cal to All Income-Eligible Californians**—The Budget maintains \$1.4 billion (\$1.2 billion General Fund) in 2023-24, \$3.4 billion (\$2.9 billion General Fund) in 2024-25, and approximately \$3.7 billion (\$3.2 billion General Fund) ongoing, inclusive of In-Home Supportive Services (IHSS) costs, to expand full-scope Medi-Cal eligibility to income-eligible adults aged 26 to 49 regardless of immigration status as of January 1, 2024.
- **Behavioral Health Continuum**—The Budget maintains over \$8 billion total funds across various Health and Human Services departments to expand the continuum of behavioral health treatment and infrastructure capacity and transform the system for providing behavioral health services to children and youth.
- **Minimum Wage** - Chapter 890, Statutes of 2023 (SB 525) increases the minimum wage incrementally to \$25 an hour for specified health care workers, effective June 1, 2024. Given the overall economic and General Fund revenue outlook and the significant fiscal impact of SB 525 on the state, the Administration is seeking early action in January by the Legislature to add an annual “trigger” to make the minimum wage increases subject to General Fund revenue availability, clarify the exemption for state facilities, and make other implementation clarifications.
- **Behavioral Health Community-Based Organized Networks of Equitable Care and Treatment (BH-CONNECT) Demonstration**—The Budget maintains \$7.6 billion (\$350.4 million General Fund, \$87.5 million Mental Health Services Fund, \$2.6 billion Medi-Cal County Behavioral Health Fund, and \$4.6 billion federal funds) through the term of the waiver, for the Department of Health Care Services (DHCS) and the Department of Social Services (DSS) to implement the BH-CONNECT Demonstration, effective January 1, 2025.
- **California Advancing and Innovating Medi-Cal (CalAIM)**—The Budget maintains approximately \$2.4 billion (\$811.1 million General Fund) in 2024-25 to continue transforming the health care delivery system through CalAIM at DHCS. The Budget also maintains \$24.7 million (\$8.6 million General Fund) in 2025-26 increasing to \$197.9 million (\$69.3 million General Fund) at full implementation to allow up to six months of rent or temporary housing to eligible individuals experiencing homelessness or at risk of homelessness transitioning out of institutional care, a correctional facility, the child welfare system, or other transitional housing settings. Counties will also have the option to implement this benefit as part of the BH-CONNECT Demonstration.
- **Child Care and Development**—A multi-year plan was initiated as part of the 2021 Budget Act to expand access to subsidized child care slots. The Budget maintains this commitment and includes \$2.1 billion for the DSS to fund roughly 146,000 new subsidized

childcare slots expected to be filled by 2024-25, working towards the goal of creating over 200,000 new slots by 2026-27.

- **Children and Youth Behavioral Health Initiative Wellness Coaches**—The Budget includes \$9.5 million (\$4.1 million General Fund) in 2024-25 increasing annually to \$78 million (\$33.8 million General Fund) in 2027-28 to establish the wellness coach benefit in Medi-Cal effective January 1, 2025. Wellness coaches will primarily serve children and youth and operate as part of a care team in school-linked settings and across the Medi-Cal behavioral health delivery system.
- **Behavioral Health Continuum Infrastructure Program**—A delay of \$140.4 million General Fund from 2024-25 to 2025-26, for a total of \$380.7 million for the final round of grants in 2025-26. The Budget maintains a \$300 million General Fund in 2023-24 and \$239.6 million General Fund in 2024-25.
- **Behavioral Health Bridge Housing**—Due to lower-than-projected Mental Health Services Act revenues, the Budget proposes to shift \$265 million from the Mental Health Services Fund appropriated in the 2023 Budget Act to the General Fund in 2024-25. In addition, the Budget delays the \$235 million General Fund originally planned for 2024-25 to 2025-26. Despite the delays, the Budget maintains \$1.5 billion for this program.
- **Clinic Workforce Stabilization Payments**—A reversion of \$14.9 million in unexpended General Fund from the one-time \$70 million General Fund included in the 2022 Budget Act for the Clinic Workforce Stabilization and Retention Payment Program that was planned to be transferred to the Department of Health Care Access and Information for workforce development programs.
- **Child Welfare Services-California Automated Response and Engagement System (CWS-CARES) Project**—The Budget includes \$173.4 million (\$88.1 million General Fund) in 2024-25 to support continued project development and implementation costs, and an additional \$52 million (\$26 million General Fund) in one-time provisional authority, of the CWS-CARES project. The CWS-CARES will replace the existing case management system to benefit state, local and tribal child welfare agencies and will align with state and federal requirements.
- **Foster Care Rate Reform**—The Budget includes \$12 million General Fund in 2024-25 to make automation changes for a reformed foster care payment structure, with full implementation anticipated as early as 2026-27. The new rate system for foster care placements will focus on the child's individual level of needs and strengths, rather than the placement type.
- **Family Urgent Response System**—A reduction of \$30 million in 2024-25 and ongoing.
- **Bringing Families Home Program**—The Budget delays \$80 million General Fund for the Bringing Families Home to 2025-26.
- **Home Safe Program**—The Budget delays \$65 million General Fund for the Home Safe Program to 2025-26.
- **Healthier at Home Pilot**—A reversion of \$11.9 million General Fund for the Healthier at Home Pilot program at the California Department of Aging.

Housing & Homelessness

- **Homelessness**— The Budget maintains \$3.4 billion General Fund in 2023-24 to continue the state's efforts, as committed to in prior budgets.
 - **Homeless Housing, Assistance and Prevention Program**— The Budget maintains a total of \$1.1 billion General Fund for HHAP 5 across 2023-24 and 2024-25 to provide local jurisdictions, including federally recognized tribal governments, with

flexible funding to continue efforts to prevent and end homelessness in their communities. The Governor expressed interest in continuing to do the work to increase accountability.

- **Encampment Clean Up Grants**— \$400 million
- **Housing Cuts**—
 - **Regional Early Action Planning Grants 2.0 (REAP 2.0)**—A reversion of \$300 million General Fund for REAP 2.0.
 - **Multifamily Housing Program**—A reversion of \$250 million General Fund for the Multifamily Housing Program, which leaves \$75 million in 2023-24 for this purpose.
 - **Foreclosure Intervention Housing Preservation Program**—A reduction of \$247.5 million in General Funds for the Foreclosure Intervention Housing Preservation Program over the next three years (\$85 million in 2024-25, \$100 million in 2025-26, and \$62.5 million in 2026-27).
 - **Infill Infrastructure Grant Program**—A reversion of \$200 million General Fund for the Infill Infrastructure Grant Program, which leaves \$25 million in 2023-24 for this purpose.
 - **CalHome Program**—A reversion of \$152.5 million General Fund for the CalHome Program.
 - **Veteran Housing and Homelessness Prevention Program**—A reversion of \$50 million General Fund for the Veteran Housing and Homelessness Prevention Program.
 - **Housing Navigators**—A reduction of \$13.7 million General Fund ongoing for Housing Navigators.REAP 2.0
- **Multifamily Seismic Retrofit Matching Funds**—A reversion of \$15 million General Fund for establishing the Seismic Retrofitting Program for Soft Story Multifamily Housing authorized in Chapter 48, Statutes of 2022 (SB 189).

Energy

The Budget maintains approximately \$6.6 billion of the planned 2022 energy investments. In addition to the \$944 million reduced in the 2023 Budget Act, the Budget includes \$419 million in General Fund reductions, \$144 million in fund shifts, and \$505 million in delays across various energy-related programs. The Budget also maintains the proposed \$1 billion for the Clean Energy Reliability Investment Plan with the remaining amount proposed over three years beginning in 2025-26.

- **Capacity Building Grants**—A reversion of \$20 million General Fund for the Capacity Building Grants Program at the California Public Utilities Commission (CPUC). The Budget maintains \$10 million for this program.
- **Incentives for Long Duration Storage**—A shift of \$56.9 million General Fund to the GGRF in 2024-25 for the Long Duration Storage Program at the CEC. The Budget maintains \$330 million for the program with this shift.
- **Hydrogen Grants**—A reversion of \$35 million General Fund for the Hydrogen Grant Program at the CEC. The Budget maintains \$65 million to the CEC for this program.
- **Residential Solar and Storage**—A delay of \$200 million General Fund (\$75 million in 2024-25 and \$125 million in 2025-26) for the Residential Solar and Storage Program. Instead, \$100 million in 2026-27 and \$100 million in 2027-28 would be available. The Budget maintains the \$630 million to the CPUC for this program.

- **Clean Energy Reliability Investment Plan (CERIP)**—A delay of \$400 million General Fund in 2024-25 and \$400 million General Fund in 2025-26 for the CERIP. The Budget maintains the \$1 billion for CERIP, which is consistent with SB 846 (Chapter 239, Statutes of 2022) as follows: \$100 million General Fund in 2023-2024, \$100 million General Fund in 2025-26, \$300 million General Fund in 2026-27, and \$500 million General Fund in 2027-28.
- **Electric Homes**—A reduction of \$6.4 million General Fund in the California Electric Homes Program by the CEC.

Climate Change

The Budget proposes \$6.7 billion of General Fund solutions in climate-related programs to achieve a balanced budget including \$2.9 billion in reductions; \$1.9 billion in delays of expenditures to future years; \$1.8 billion in shifts to other funds, primarily the Greenhouse Gas Reduction Fund (GGRF).

- **Regional Climate Resilience**—A reversion of \$25 million General Fund and a reduction of \$50 million for the Regional Climate Resilience Program at the Office of Planning and Research. The Budget maintains \$25 million previously allocated to this program.
- **Regional Climate Collaboratives**—A reversion of \$9.8 million General Fund for Regional Climate Collaboratives Program at the Strategic Growth Council within the Office of Planning and Research. The Budget maintains \$10 million previously allocated to this program.
- **Climate Adaptation and Resilience Planning Grants**—A reversion of \$5 million General Fund for the Climate Adaptation and Resilience Planning Grants at the Office of Planning and Research. The Budget maintains \$20 million previously allocated to this program.
- **Nature-Based Solutions**—The 2021 and 2022 Budget Acts committed \$1.6 billion for nature-based solutions. The Budget maintains \$1.4 billion of these investments over multiple years in various programs. The Budget includes \$15 million in General Fund reductions across two programs.
- **Watershed Climate Resilience Programs**—A reversion of \$88.4 million General Fund and a reduction of \$350 million over the next two years for various watershed climate resilience programs within the DWR and the Wildlife Conservation Board. The Budget maintains \$56 million previously allocated to these programs.
- **Water Recycling**—A reversion of \$174.4 million General Fund and a delay of \$100 million until 2025-26 for water recycling and groundwater cleanup. The Budget maintains \$348 million previously allocated to this program
- **Salton Sea**— Includes \$159.1 million in new investments to support flood protection, levee repair, and restoration of the Salton Sea.
- **Wildfire**—The Budget maintains \$2.7 billion of these investments over five years to advance critical investments in restoring forest and wildland health to continue to reduce the risk of catastrophic wildfires in the face of extreme climate conditions
- **Per- and Polyfluoroalkyl Substances**—A reversion of \$71.6 million General Fund and reduction of \$30 million in 2024-25 for Per-and Polyfluoroalkyl support. The Budget maintains \$53 million previously allocated to this program.
- **Dam Safety**—A reversion of \$50 million General Fund for dam safety investments. The Budget maintains \$50 million previously allocated to this program.
- **Sea Level Rise**—A reversion of \$220.9 million General Fund for Sea Level Rise activities. The Budget maintains \$333.6 million previously allocated for this program.

- **Urban Greening**—A shift of \$23.8 million General Fund to the GGRF, which maintains \$75 million over four years for the Urban Greening Program. Funding being shifted for the Program is delayed to 2024-25.
- **Goods Movement Workforce Training Facility**—A delay of \$40 million General Fund for a Goods Movement Workforce Training Facility in Southern California. The Budget includes a \$20 million General Fund for this purpose in both 2025-26 and 2026-27. (See the Labor and Workforce Development Chapter for more information.)

Transportation/Infrastructure

The 2022 Budget Act included \$13.8 billion for transportation programs and projects that align with the state's climate goals. The Budget maintains \$13.6 billion of these investments. The Budget includes \$200 million in General Fund reductions, \$791 million in fund shifts, and \$3.1 billion in delays across various programs.

- **Active Transportation**—A reduction of \$200 million to the Active Transportation Program (ATP). This will leave the Active Transportation Program with \$850 million in one-time funding. To ensure no impact to previously awarded projects, the \$200 million reduction will be backfilled from ATP funding that was anticipated to be available for allocation in future cycles.
- **Statewide, Regional, and Local Transit and Rail Projects-Competitive Grants**—A shift of \$529.7 million of General Fund expenditures to the GGRF.
- **Statewide, Regional, and Local Transit and Rail Projects-Formula Grants**—A delay of \$1 billion of formula Transit and Intercity Rail Capital Program funds from 2024-25 to 2025-26, leaving \$1 billion for this program in 2024-25. Additionally, the Budget proposes to shift \$261.4 million of the remaining \$1 billion in 2024-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact.
- **Zero Emission Vehicles (ZEV)** —The Budget maintains \$10 billion, extended over seven years, in investments to the state's ZEV agenda—including targeted investments in disadvantaged and low-income communities by increasing access to the benefits of clean transportation and by continuing to decarbonize California's transportation sector and improve public health.

Higher Education

- The Budget proposes total funding of \$44.8 billion (\$26.9 billion General Fund and local property tax and \$17.9 billion other funds) for the higher education segments and the California Student Aid Commission.
 - **Financial Aid programs**—
 - \$2.5 billion for Cal Grant but does not fund Cal Grant Reform (FY 2022).
 - Forgoes a planned one-time Middle Class Scholarship investment of \$289 million for the Middle Class Scholarship.
 - **UC/CSU**—
 - To address the projected budget shortfall, the Budget defers the planned 2024-25 Compact investment of \$240.2 million to 2025-26.
 - Reduces commitment to the University of California Los Angeles Institute of Immunology and Immunotherapy by \$300 million; maintains \$200m.
 - **CCCs**—
 - COLA—An increase of \$69.1 million ongoing Proposition 98 General Fund to provide a 0.76-percent cost-of-living adjustment (COLA) for Student-

Centered Funding Formula apportionments and \$29.6 million ongoing Proposition 98 General Fund for 0.5-percent enrollment growth.

- Student Housing Grant program—the Budget proposes suspending funding for the California Student Housing Revolving Loan Fund Program, which includes pulling back \$300 million one-time General Fund previously intended to be appropriated for the program for each year from 2024–25 to 2028–29
- An increase of \$60 million one-time Proposition 98 General Fund to expand nursing programs and Bachelor of Science in Nursing partnerships.

K-12 Education

The Budget uses resources from the Public School System Stabilization Account (PSSSA) to provide fiscal stability, by supporting baseline fiscal adjustments to maintain a level of predictability for students, families, and local educational agencies (LEAs). This includes withdrawals of roughly \$3 billion in 2023-24 and \$2.7 billion in 2024-25.

- **Prop 98**— Proposition 98 levels represent a decrease of approximately \$11.3 billion over the three years relative to the 2023 Budget Act. The Budget proposes statutory changes to address roughly \$8 billion of this decrease to avoid impacting existing LEA and community college district budgets. Proposition 98 funding for K-12 schools and community colleges is estimated to be \$98.3 billion in 2022-23, \$105.6 billion in 2023-24, and \$109.1 billion in 2024-25.
- The Proposition 98 minimum Guarantee is “rebenched” to reflect the continued implementation of Universal Transitional Kindergarten and the implementation of the Arts and Music in Schools—Funding Guarantee and Accountability Act. The resulting Test 1 percentage is then “rebenched” to increase the percentage of General Fund revenues due to the Guarantee, from 38.6 percent to 39.5 percent. The Budget includes an LCFF cost-of-living adjustment of 0.76 percent. When combined with population growth adjustments, this will result in a decrease of roughly \$1.4 billion in discretionary funds for LEAs. However, to fully fund the LCFF and to maintain the level of current year principal apportionments, the Budget proposes withdrawing approximately \$2.8 billion from the PSSSA to support ongoing LCFF costs in 2023-24, withdrawing approximately \$2.2 billion from the PSSSA to support ongoing LCFF costs in 2024-25, and using available reappropriation and reversion funding totaling \$38.6 million to support ongoing LCFF costs in 2024-25.
- **Education Bond** - This spring, the Administration expects to enter into negotiations with the Legislature on their education facilities bond proposals to reach an agreement on a bond proposal to be considered in the November 2024 election.
- **Arts and Music in Schools** -Estimates \$931 million ongoing for Arts, Music, and Instructional materials for a “discretionary block grant.”
 - Additionally, the Budget directs the Commission on Teacher Credentialing to create a new Elementary Arts and Music Education authorization for career technical education (CTE) teachers, for additional pathways for experienced artists to provide arts instruction in elementary school classrooms, in addition to providing CTE instruction in grades 7 through 12.

- **TK**— Delays funding for Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program (\$550 million).
- **Teacher Workforce**—The Budget includes several proposals intended to support teachers and improve access to the educator pipeline. This includes recognizing completion of a bachelor's degree as satisfying the basic skills requirement for a credential and improving transcript review to certify subject matter competency
- **Data Support—Cradle-to-Career Data System**—An increase of \$5 million ongoing Proposition 98 General Fund to support the California College Guidance Initiative.
- **Inclusive College Technical Assistance Center**—An increase of \$2 million ongoing Proposition 98 General Fund to establish a Technical Assistance Center to:
 - Assist LEAs with the development and submittal of federal comprehensive transition and postsecondary program applications, so that students can apply for the Free Application for Federal Student Aid.
 - Facilitate collaboration between LEAs and institutions of Higher Education to support students, including those with intellectual disabilities, and their parents to plan for postsecondary transition.
 - Assist LEAs with the identification of potential funding sources and student financial assistance opportunities.

Labor & Workforce Development

- **Apprenticeship Innovation Fund**— delay of \$40 million General Fund to 2025-26 and 2026-27 (\$20 million each year) for the Apprenticeship Innovation Fund at the Department of Industrial Relations.
- **California Youth Leadership Program**— delay of \$25 million General Fund to 2025-26 for the California Youth Apprenticeship Program at the Department of Industrial Relations.
- **California Small Business COVID-19 Relief Grant Program**— maintains multi-year commitment.
- **California Competes**—The Budget includes a total of \$60 million General Fund, comprised of \$10 million in savings from 2023-24 and \$50 million in new funding in 2024-25, to extend the California Competes grant program for one additional year
- **CA Jobs First Program**—delay of \$300 million General Fund for California Jobs First



AGENDA ITEM 8
REPORT

Southern California Association of Governments
February 1, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
BMO Cash Management	FY24 Bank Fee	\$35,000
CDW Government, Inc.	FY24 Remote Management Software	\$29,752
Mettrans-USC	FY24 - Metrans Associates Prog	\$25,000
Softwareone Inc	FY25 Adobe Agreement Renewal	\$22,063
CDW Government, Inc.	FY25 - FY27 Remote Management Software	\$17,936

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
BB2 Technology Group Inc. (24-028-C01)	The consultant shall provide network switches, licenses and support.	\$140,375

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

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A		



ATTACHMENT(S):

1. Contract Summary 24-028-C01

CONSULTANT CONTRACT NO. 24-028-C01

Recommended Consultant:	BB2 Technology Group Inc.	
Background & Scope of Work:	Under this agreement, BB2 Technology group acts as the channel partner and reseller for the purchase of network switches manufactured by Cisco Systems. This also includes the procurement of appropriate licenses and support contracts with Cisco to enable vendor support and timely software updates.	
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• The switches supporting SCAG's corporate network in Wilshire Grand Center are almost six (6) years old and reaching their end-of-life. A refresh of this hardware is necessary to ensure the software on the switches remains up to date and under and active support contract; and• Procuring the switches along with appropriate licensing and support contracts to ensure a smooth implementation and high availability of the network.	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.	
Contract Amount:	Total not to exceed BB2 Technology Group, Inc (prime consultant)	\$140,375
Contract Period:	December 20, 2023 through June 30, 2024	
Project Number(s):	811-1163.17 \$140,375 Funding sources: Indirect Cost Program Budget Funding of \$140,375 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.17.	
Basis for Selection:	In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy-backing" on the agreement.) SCAG utilized an MSA with BB2 Technology Group Inc. at TD Synnex (NCPA Contract No. #01-97) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.	



AGENDA ITEM 9
REPORT

Southern California Association of Governments
February 1, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

FY24 Q2 Planning Project Highlights

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

19-058-C01 Future Communities Pilot Program Evaluation STEER DAVIES AND GLEAVE, INC.
The consultant provided technical assistance for the performance evaluation of the Future Communities Pilot Program (FCPP), a SCAG grant program supporting eight projects in the Counties of Los Angeles, Orange, Riverside, and San Bernardino. The FCPP is a partnership between SCAG and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support city and county agencies. The consultant ensured that key performance indicators (KPI) were collected at regular intervals and produced a final evaluation report. These projects informed best practices for reducing vehicle miles traveled using technology. The evaluation will inform the creation of a regionwide Smart Cities Strategic Plan to support jurisdictions in assessing and deploying emerging technologies.

21-008-C01 Local Demonstration Initiative - Kit of Parts KOA CORPORATION
The Go Human Kit of Parts, offered as a "lending library," creates opportunities for partners to borrow materials to showcase temporary traffic safety improvements as a community engagement and feedback strategy. The consultant lead *Go Human* activations using SCAGs Kit of Parts in local jurisdictions/agencies across the region, including the Cities of Azusa, Buena Park, Cathedral City, El Monte, Indio, Pasadena, and the Imperial County Transportation Commission (ICTC) aligned with

ongoing planning processes funded through separate SCAG contracts. In total, there were 12 temporary demonstrations in 2023 that reached over 2,850 people and secured 121 surveys.

22-058-C01 Industry Forum

PLACEWORKS

SCAG hosted the Regional Utilities Supporting Housing (RUSH) Industry Forum on April 28, 2023 in partnership with PlaceWorks and the Urban Land Institute of Los Angeles. The RUSH forum brought together thought leaders from Southern California and across the country for recommendations to implement the basic utility infrastructure needed for housing in the region: water, wastewater, stormwater management, and electricity. The forum was designed to intentionally center principles of affirmatively furthering fair housing and racial equity in new programs and projects that align with the REAP 2021 core program objectives. The forum's final report helped guide the delivery of SCAG's RUSH grant program.

23-035-C01 Inclusive Contracting Toolkits

HR AND A ADVISORS INC

The Inclusive Contracting Toolkit serves as a roadmap with actionable recommendations for procurement professionals in public agencies and private anchor institutions to support a shift to inclusive contracting policies, programs, and practices. This toolkit's development process was meticulously structured, involving a thorough literature review and close engagement with industry professionals and small business organizations. The Inclusive Contracting Technical Advisory Committee and industry focus groups were instrumental in providing invaluable insights, ensuring the toolkit is firmly rooted in the realities and opportunities faced by procurement professionals within the SCAG region.

23-002-C01 Job Quality Index Consultant

BEAR

The SCAG Job Quality Index (JQI) will provide a benchmark for a common understanding of the region's job markets. The JQI analyzes job factors, including compensation, benefits, workplace conditions, and even quality of life effects. This can inform policy discussions and help measure progress toward a more robust, inclusive, and equitable economy. A JQI will facilitate the region to become more competitive in the labor market, better understand quality job characteristics, and improve the working conditions of jobs to create a more equitable and supportive work environment.

21-047-MRFP-36 TCC Pomona Technical Assistance THE LAMAR JOHNSON COLLABORATIVE LLC

The project facilitated the acceleration of Pomona's Transformative Climate Communities site with parking, mobility, and open space infrastructure, as well as housing feasibility analysis for the city's publicly owned parking lots within its downtown area. This project analyzed 21 of the city's 26 parking lots. This analysis and pre-development planning work will support the future release of Requests for Proposals for the re-development. The results add to the growing body of best practices that jurisdictions throughout the region can use to address the housing crisis using under-utilized publicly owned land.

21-047-MRFP-21 Metro's Joint Development HR AND A ADVISORS INC
In 2021, Metro's Board of Directors adopted an updated Joint Development Policy, which strengthened the agency's commitment to affordable housing and equity. This funding provided strategic planning and staffing support to accelerate the delivery of up to 10,000 units of housing, at least 5,000 of which will be income-restricted, in the next ten years as sites become available for development. As Metro is a large landholder, facilitating the delivery of affordable housing units for Joint Development will chip away at the region's housing deficit in prime locations that are served by high-quality transit. This will help achieve both SCAG's housing and sustainable transportation goals. The Metro Joint Development project was split into three separate task orders. Part A, the Joint Development Strategy, was completed in December 2023. The remaining joint development work will be completed by April 2024.

21-047-MRFP-18 Objective Development Standards – LA AECOM
This project worked with the four local jurisdictions to develop and implement object development standards to streamline housing permitting and production. Objective Development Standards accelerate housing production and reduce housing costs through faster permitting and introducing certainty in local design and development standards.

21-047-MRFP-09 One San Pedro EIFD Study KOSMONT COMPANIES
This project was built upon work that had already been completed for the One San Pedro Enhanced Increment Financing District, taking it to the level of tax increment financing selection and implementation. Like other projects in this bundle, this project will accelerate housing production and will serve as another best practice for cities. The project was completed in December 2023, and the One San Pedro EIFD has a target formation date of April 2024.

ACCOUNTING:

Membership Dues

As of December 31st, 2023, 187 cities, six counties, seven commissions, and seven tribal governments have paid their FY24 membership dues. SCAG has collected \$2.02M out of \$2.48M billed. This represents 81.48% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG transferred all funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, except for any outstanding interest gains received in July 2023. The Los Angeles County Investment Pool account was closed in August 2023. SCAG has invested \$24.89M in the LAIF account as of December 31, 2023, and has earned \$251,559.66 interest income from LAIF. The interest earnings are distributed on a quarterly basis, with an average interest rate

of 4.00%. Additionally, SCAG has also earned \$59.80 interest from the remaining funds in the Los Angeles County Investment Pool as of December 31, 2023.

Grant Billing

During FY 2023-24, staff has prepared and submitted requests for reimbursements of approximately \$24.93 million to the following agencies (\$6.22 million is for work completed in FY 2022-23). Additionally, SCAG received advance funds of \$35.6 million for REAP 1.0 Program and \$8.61 million for REAP 2.0 Program.

- **CPG Billing: \$22.8 million** to Caltrans for work funded with federal and state grants; \$5.07 million was for work completed in June 2023, while \$17.73 million was for work completed in July 2023 to November 2023. Of the \$22.8 million, \$19 million has been received.
- **OTS Billings: \$1 million** to Office of Traffic Safety for work funded with OTS grants; \$70,367 was for work completed from April 2023 to June 2023, while \$0.93 million was for work completed from July 2023 to September 2023. The entire amount has been received.
- **ATP Billings: \$0.64 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that were completed from September 2022 to June 2023. The entire amount has been received.
- **EPRI Billings: \$0.20 million** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant that was completed from January to June 2023. The entire amount has been received.
- **MSRC Billing: \$0.20 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed from February 2020 to April 2022. The entire amount has been received.
- **DOE-Clean Cities: \$55,000** to the Department of Energy for work funded with DOE-Clean Cities grant; \$27,500 was for work completed from April 2023 to June 2023, while \$27,500 was for work completed from July 2023 to September 2023. The entire amount has been received.
- **WSCCOG: \$16,452** to Westside Cities Council of Governments (WSCCOG) for work performed for the tasks and deliverables in Exhibit A.2 of M-005-19 (Measure M Westside Mobility Study Update) that was completed from January 2023 to June 2023. Of this amount, \$16,452 has been received.
- **LACI Billing: \$7,348** to LA Cleantech Incubator for work funded with the LACI grant that was completed from July 2023 to September 2023. The entire amount has been received.
- **City of Burbank: \$4,353** to the City of Burbank for work funded with LEAP funds; \$1,119 was for work completed in May 2023, while \$3,234 was for work completed in November 2023. Of the \$4,353, \$1,119 has been received.
- **ATN: \$1,077** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that were completed from May 2023 to June 2023. The entire amount has been received.

- **DOE-UCI: \$226** to the Regents of the University of California for work funded with the DOE-Clean Cities grant that was completed from July 2023 to September 2023. The entire amount has been received.
- **REAP 1.0: \$35.6 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of December 31, 2023. Each \$11.87 million was received in FY21, FY23, and FY24. Approximately \$37.41 million has been expended to date (\$2.16 million during FY 2023-24).
- **REAP 2.0: \$8.61 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of December 31, 2023. Approximately \$10.47 million has been expended to date (\$3.43 million during FY 2023-24).

BUDGET & GRANTS (B&G):

Staff worked on FY 2023-24 2nd Quarter Overall Work Program (OWP) Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 30, 2024.

On January 25, 2024, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA, and FTA representatives. SCAG staff presented the proposed work program for FY 2024-25 and reported accomplishments and progress on major projects in the current fiscal year. A draft FY 2024-25 OWP budget will be presented to the Executive/Administration Committee (EAC) and Regional Council (RC) in March 2024.

Staff successfully submitted two grant applications for the Caltrans Sustainable Planning Grant program, one renewal application for the Department of Energy Clean Cities Program, and two grant applications for the California Office of Traffic Safety Program. The award announcements for these opportunities are anticipated to occur between Spring and Summer of this calendar year.

CONTRACTS:

In December 2023, the Contracts Department issued four (4) Requests for Proposals, awarded two (2) contracts, issued twenty-six (26) contract amendments, and processed ten (10) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 181 consultant contracts. Contract staff continued to negotiate better pricing as well as reduced costs for services. Thus far, for Fiscal Year 2024, staff negotiated a total of \$28,419 in savings.

ATTACHMENT(S):

1. CFO Charts



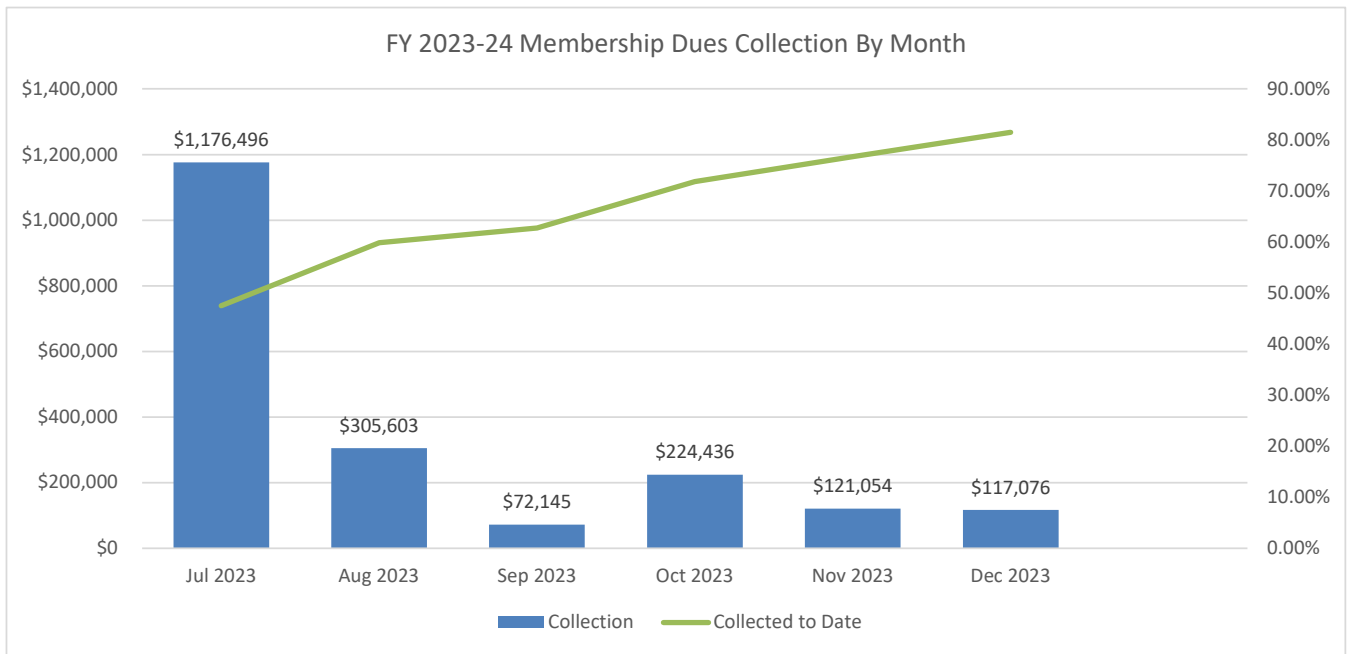
Office of the Chief Financial Officer

Quarterly Report

December 2023



Membership Dues & Collections
July 1, 2023 through December 31, 2023



Summary

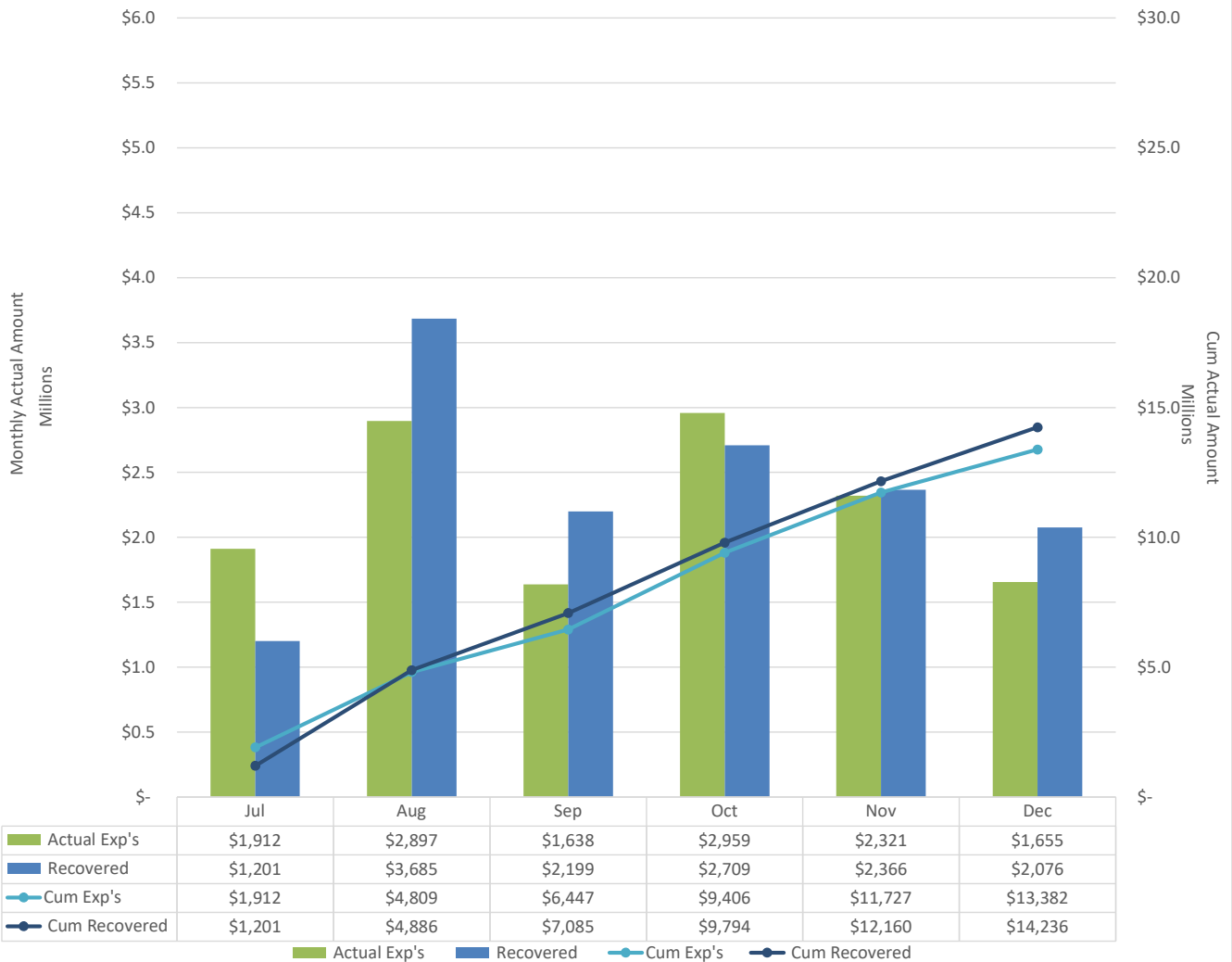
As of December 31, 2023, 187 cities, 6 counties, 7 commissions and 7 tribal governments had paid their FY24 dues. This represents 81.48% of the dues assessment.

FY24 Membership Dues	<u><u>\$ 2,475,224</u></u>
Total Collected	<u><u>\$ 2,016,810</u></u>
Percentage Collected	<u><u>81.48%</u></u>

Attachment: CFO Charts (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2023 through Dec 31, 2023



Attachment: CFO Charts (CFO Monthly Report)



**Consolidated Balance Sheet
As of December 31, 2023**

	<u>Sept 30, 2023</u>	<u>Dec 31, 2023</u>	<u>Increase/(Decrease)</u>
Cash & Investment	18,339,349	25,450,529	7,111,179 (1)
Other Assets	17,164,883	17,247,659	82,777 (2)
Total Assets	35,504,232	42,698,188	7,193,956
	-	-	
Total Liabilities	5,241,703	13,628,229	8,386,526 (3)
	-	27,256,459	
Fund Balance	30,262,529	29,069,959	(1,192,570)
	-	-	
Total Liabilities & Fund Balance	35,504,232	42,698,188	7,193,956

(1) The \$7.1 M increase in Cash & Investment is primarily due to transfer in to LAIF investment account from BMO Reap 2.0 advance.

(2) The increase in other assets is due to an increase in Accounts Receivable of \$145k due to billing receipts and decrease in Prepaid Expenses of \$63k.

(3) The increase of 8.4M mainly do to Deferred Revenue from Reap 2.0 advance.

Attachment: CFO Charts (CFO Monthly Report)



**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended December 31, 2023**

	July 1, 2023 to Sept 30, 2023	July 1, 2023 to Dec 31, 2023	Increase / (Decrease)	Dec 2023 Budgetary Comparison Statement	
				FY 2023-24 Budget	Under / (Over) Budget
Revenues	42,396,662	71,759,908	29,363,246	495,642,811	423,882,903
Expenditures:					
Salaries & Benefits	21,512,989	42,906,064	21,393,075	96,275,401	53,369,337
Services & Supplies	4,561,125	13,530,200	8,969,075	399,367,410	385,837,210
Total Expenditures	26,074,113	56,436,263	30,362,150	495,642,811	439,206,548 ⁽¹⁾
Change in Fund Balance	16,322,549	15,323,645	(998,904)	-	(15,323,645)
Fund Balance Beginning of the Year	13,746,314	13,746,314	-		(13,746,314)
Fund Balance at End of the Period	30,068,862	29,069,959	(998,904)		(29,069,959)

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$423.88 million revenue variance and the \$439.21 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.



SCAG FY24 Q2 Planning Division (Contracts Awarded, Contracts Closed, and Contracts Administered)

Total Number of Contracts Awarded, Closed and Administered by Quarter:

	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4
Contracts Awarded	4	3		
Contract Ended	12	20		
Contracts Administered	117	99		

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
1. Regional Planning	SCAG Geographic Information System (GIS) Training Services	SCAG Region	The Consultant shall provide Geographic Information System (GIS) Training courses to local planners in SCAG region. Consultant will include materials for SCAG's Regional Database Platform (RDP) survey and training outreach.	Cal Poly Pomona Foundation, Inc.	23-041-C01	\$60,2
2. Regional Planning	CRE Data Subscription	SCAG Region	The consultant shall provide data for staff to use to conduct analyses for SCAG's Goods Movement Comprehensive Study and also regional commodity flow analysis for rail, maritime, air cargo, and trucking modes. The study is led by SCAG's Transportation Division as part of its planning activities for goods movement planning. SCAG's goods movement planning is a critical component of SCAG's regional transportation planning efforts, and findings from this study will be used	Costar Realty Information Inc.	24-008-C01	\$149,2

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Served	Project Description	Vendor	Agreement No.	Award Amt
			as basis for the 2025 Regional Transportation Plan/Sustainable Communities Strategy development.			
3. Regional Planning	Highways to Boulevards Regional Study	Entire SCAG Region	<p>The consultant will provide data and analytical services to assist staff with the study which among other things:</p> <ul style="list-style-type: none"> Identifies opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development; Offers a path for communities to reknit by removing, retrofitting, or mitigating transportation facilities so that what remains is a better fit for the context of their surroundings and serves all people; and Provides a framework to identify and evaluate potential transportation facilities to reconnect communities for performance improvements to 	Arup US, .Inc	23-042-C01	\$574,5

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			provide more multi-modal travel options.			
					Total Value	\$784,0

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Contracts Closed (20)

Note: ten are related to bench contract 21-047-17, 16, 15, 13, 12, 9, 7, 6, 5 and 1, are counted as one row below

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
1. Housing	Industry Forum	SCAG Region	SCAG seeks to deliver best practices and actionable workplans to its cities and counties, maximizing the region’s ability to absorb and expend funds at the rapid pace of American Rescue Plan Act (ARPA) expenditure deadlines, and importantly, to ensure that this one-time substantial investment results in increased and accelerated housing production, innovation and transformative planning. SCAG also seeks to develop Regional Early Action Planning (REAP) 2021 programs that align with Connect SoCal, the May 2021 adopted Racial Equity Action Plan, and the SCAG Executive Committee’s Strategic Action Plan adopted in July 2021.	PlaceWorks Inc.	22-058-C01	\$274,10
2. Transportation Planning	Measuring VMT Reduction from Shared Mobility Services Through Real Time Data	City of Los Angeles	The City of Los Angeles Department of Transportation (LADOT) introduced the Mobility Data Specification (MDS) in October 2018 to shared mobility services, which allows the City to measure Mobility Service Provider	Toole Design Group, Inc.	20-062-C01	\$312,93

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			company operations on the public right-of-way, ultimately generating verified datasets that will assist LADOT in its stewardship of the public right-of-way. The MDS initially measured electronic scooters, but this project will expand the tool to include all shared mobility devices, including the LADOT electric vehicle carsharing pilot, BlueLA.			
3. Economic Empowerment	Inclusive Contracting Toolkits	SCAG Region	Consistent with the requirements of the IERS Implementation Grant, the consultant shall develop two best practice Inclusive Contracting Toolkits, which will be implementation-oriented “how-to” guides for (1) public sector and (2) anchor institutions (such as universities, hospitals or companies that have deep ties to the regional and local economy), to expand access to their supply chains and contracting opportunities to small, minority-, woman-, and veteran-owned businesses in the SCAG region.	HR and A Advisors Inc.	23-035-C01	\$143,44
4. Economic Empowerment	Job Quality Index Consultant	SCAG Region	SCAG seeks to better understand the economic implications of SCAG’s	David Wells Roland Hoist (dba B.E.A.R)	23-002-C01	\$124,49

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			planning activities. As a core element of the agency's transportation planning efforts, the economic data and analysis contained within the RTP/SCS are important to a multitude of planning and research efforts at SCAG, such as informing the development of annual regional economic outlooks and other analyses at the nexus of transportation, land use, and economic growth.			
5. Housing	Pomona Technical Assistance	City of Pomona	The proposed project consists of parking, mobility and open space infrastructure, and housing feasibility analysis for Pomona's City-owned parking lots within its Downtown area to potentially support housing development and leverage the City's Transformative Climate Communities (TCC) project outcomes. There are currently 26 parking lots owned by the City of Pomona's Vehicle Parking District (VPD) and approximately 21 of those lots would be included in this study. This analysis and pre-development planning work is necessary to support the future release of Requests for Proposals for	The Lamar Johnson Collaborative LLC	21-047-MRFP-36	\$269,05

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			the re-development of one or more of these lots for housing development, and to establish definitive strategies for parking management and allocation within the Downtown Pomona Specific Plan area, and the enhancement of multi-modal and open space amenities for future residents. The proposed project also envisions supporting the City of Pomona’s sustainability goals, including energy and water efficiency.			
6. Housing	Metro's Joint Development	Los Angeles County Metropolitan Transportation Commission	<p>The objectives of this project are to:</p> <ul style="list-style-type: none"> • Metro will be hiring for two “Fellow” positions who will manage the Consultant, review draft deliverables, and provide information as requested by the Consultant. • Each task description begins with background information relevant to the task and is followed by the specific deliverables to be completed by the Consultant. 	HR and A Advisors Inc.	21-047-MRFP-21	\$350,750
7. Multi-city: Cities of Montebello, Santa Fe Springs,	Objective Development Standards	Multi-city: Cities of Montebello,	The Objective Development Standards (ODS) for Streamlined Housing, Prohousing Designation Program, and Parking Innovation Project bundling	AECOM Technical Services, Inc. California	21-047-MRFP-18	\$583,000

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
Santa Monica and South Pasadena		Santa Fe Springs, Santa Monica and South Pasadena	<p>group 3-A.1 consists of four (4) applications from the following cities: Montebello, Santa Fe Springs, Santa Monica, and South Pasadena. This project type provides planning assistance to help jurisdictions revise and adopt Objective Development Standards, implement HCD Prohousing guidelines, policies and programs, revise and adopt housing supportive parking policies and programs.</p> <p>This project will work with the four (4) client cities to develop and implement object development standards to streamline housing permitting and production to take advantage of efficiencies by bundling work for the four (4) cities. Specifically, projects in this bundle call for products or programs that are clearly tied to accelerating housing production and reducing housing costs through faster permitting and introducing certainty in local design and development standards.</p>			
8. Housing	One San Pedro EIFD Study	City of Los Angeles	Consultant shall provide planning assistance to help jurisdictions implement and adopt Housing Sustainability Districts, Workforce	Kosmont Companies	21-047-MRFP-09	\$222,83

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts. Specifically, projects in this bundle call for products or programs that are clearly tied to accelerating housing production, community need and implementation, and can serve as best practices for cities in the region. This project will build upon the work that has already been completed for One San Pedro, taking it to the level of Tax Increment Financing selection and implementation.			
9 -18. Housing	REAP Bench (Master Agreement)	SCAG Region	These 10 base contracts are part of SCAG On Call Services contracts to implement REAP 1.0 work program. Ten base contracts, (21-047-17, 16, 15, 13, 12, 9, 7, 6, 5 and 1) closed as either the consultant did not receive a contract award, or received an award and the work under the task order was completed.	21-047-17, 16, 15, 13, 12, 9, 7, 6, 5 and 1	21-047-C17	
19. Housing	Local Demonstration Initiative - Kit of Parts	Multi-City/SCAG Region	Consistent with the requirements of the California Active Transportation Program (ATP) funding and Senate Bill 1 (SB1) funding, this project shall plan and	KOA Corporation	21-008-C01	\$390,61

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			<p>implement a <i>Go Human</i> resilient streets activation utilizing SCAGs Kit of Parts in the City of Indio.</p> <p>The consultant shall also lead <i>Go Human</i> activations using SCAGs Kit of Parts in six (6) local jurisdictions/agencies across the region, including the Cities of Azusa, Pasadena, El Monte, Buena Park, Cathedral City, and the Imperial County Transportation Commission (ICTC), aligned with ongoing planning processes funded through separate SCAG contracts.</p>			
20. Transportation Technology	Future Communities Pilot Program Evaluation	SCAG Region	<p>The consultant shall provide technical assistance and coordination for the performance evaluation of the Future Communities Pilot Program (FCPP), a new SCAG grant program supporting eight projects in the Counties of Los Angeles, Orange, Riverside, and San Bernardino. The FCPP is a partnership between SCAG and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support city and county agencies in implementing SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy and the funding goals of</p>	Steer Davies And Gleave, Inc. (dba Steer Davies Gleave)	19-058-C01	\$148,98

Attachment: CFO Charts (CFO Monthly Report)

**SCAG FY24 Q2 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amt
			Senate Bill 1 (SB1). These innovative pilot projects will reduce vehicle miles travelled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. f			

Total Value \$2,820,27

Attachment: CFO Charts (CFO Monthly Report)

SCAG FY24 Forecast For All Planning Procurements

Project Name	Description	Project Range Small: \$199K or less Medium: \$200K - \$499K Large: \$500K or greater	Projected Quarter
Connect SoCal - Development of Land Use Strategies (FY23 SB 1 Formula)	Land Use Strategies from Connect SoCal- 15 minute communities study/best practices to inform Call.	Medium	FY24 Q3
HIPP Pilot Program - consultant procurements		Large	FY24 Q3
NOFA for Lasting Affordability - consultant procurements		Large	FY24 Q3
Regional Housing Program	Housing element review and reform	Small	FY24 Q3
SRP2.0 Consultant Procurements	Procure on behalf of 5 Participants - WSCCOG (2); ICTC (1); NCTC - City of Lancaster (1); SFVCOG - City of Santa Clarita (1), City of San Fernando (1)	Large	FY24 Q3
GIS Modeling and Analytics	Develop regional land use dataset and enhance the automated GIS workflow of big data analysis and visualization by leveraging with GIS programming and analytics. The products of this project includes:(1) regional land use dataset (+5MM parcel data), (2) value-added GIS dataset of land use, transportation, resource areas, priority growth, geographic boundaries, etc., (3) Data/Map Books, (4) GIS-based transportation network data (pilot), and (5) GIS automation tools and scripts for advanced spatial and statistical analysis and data visualization.	Small	FY24 Q3
Regional Data Platform Management and Enhancement	Regional Data Platform (RDP) coordination on existing tool & data enhancements and new tool development/integration by collaborating with RDP tool owners/PMs as well as IT & GPA staff.	Small	FY24 Q3
Scenario Planning and Modeling	SPM system enhancement and maintenance, including the update of SPM analytic capabilities, user interface and output delivery.	Small	FY24 Q3

SCAG FY24 Forecast For All Planning Procurements

Project Name	Description	Project Range Small: \$199K or less Medium: \$200K - \$499K Large: \$500K or greater	Projected Quarter
Transportation Safety	Provide leadership and strategic policy formulation for transportation safety in the SCAG region. Develop annual transportation safety targets. Provide a forum for information sharing and identify best practices employed at the local level. Support adoption of local practices that implement the RTP/SCS and SHSP safety strategies via SCAG’s Sustainable Communities Program.	Small	FY24 Q4
Complete Streets Plan	Develop Complete Streets Prioritization Plan (this would allow SCAG to be exempt from IJIA requirement that we expend 2.5% of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities). TBD how long plan would permit exemption for as it is not specified in IJIA (based on other experiences, could be 5-10 years, or unspecified).	Large	FY24 Q4
Goods Movement Planning	Facilitate implementation of goods movement recommendations in Connect SoCal. Work with stakeholders on federal and state program efforts related to technical input and analyses associated with goods movement.	Large	FY24 Q4
Natural & Agricultural Lands Policy Development & Implementation	Implement natural and agricultural policies, strategies, and PEIR mitigation measures from CSC 2024	Medium	FY24 Q4
Priority Agricultural Lands	Implement CSC 2024 green region resource area strategies that can reduce VMT, Implement CSC 2024 mitigation measures, and provide technical assistance to future SALC grant applicants	Medium	FY24 Q4
Mobility Innovations & Incentives Study	Development of a voluntary pilot demonstration to assess the effectiveness of different user charges and travel rewards together with mobility services. NEED TO UPDATE; FUNDING ANTICIPATED MOSTLY FROM REAP/FED COMPETITIVE GRANTS	Medium	FY24 Q4

SCAG FY24 Forecast For All Planning Procurements

Project Name	Description	Project Range	Projected Quarter
		Small: \$199K or less Medium: \$200K - \$499K Large: \$500K or greater	
SB743 Mitigation Support	This task will explore and identify potential programmatic VMT mitigation approaches and framework in coordination with Caltrans and regional partners, and support best practice approaches to VMT analyses for transportation projects under SB 743.	Medium	FY24 Q4
FY22 OTS - Pedestrian and Bicycle Safety Program	In collaboration with local jurisdictions and community organizations, develop and implement strategies to improve traffic safety. This includes the Go Human suite of programs, which include the safety advertisement campaign, temporary safety demonstrations, and capacity building strategies.	Large	FY24 Q4
Future SCP Call (SB 1 Formula)	SB1 funded Call projects (tied to ATP Cycle 7)	Medium	FY24 Q4
SCP Call 4 Civic Engagement, Equity & Environmental Justice (SB1)	SCP Call 4: Civic Engagement, Equity & Environmental Justice Projects to implement Connect SoCal (Multimodal Communities)	Large	FY24 Q4
SCP Call 4 Civic Engagement, Equity & Environmental Justice (SB1)	SCP Call 4: Civic Engagement, Equity & Environmental Justice Projects to implement Connect SoCal (Multimodal Communities)	Medium	
SCP Call 4 Civic Engagement, Equity & Environmental Justice (SB1)	SCP Call 4: Civic Engagement, Equity & Environmental Justice Projects to implement Connect SoCal (Multimodal Communities)	Medium	
SCP Call 4 Civic Engagement, Equity & Environmental Justice (SB1)	SCP Call 4: Civic Engagement, Equity & Environmental Justice Projects to implement Connect SoCal (Multimodal Communities)	Medium	

Attachment: CFO Charts (CFO Monthly Report)

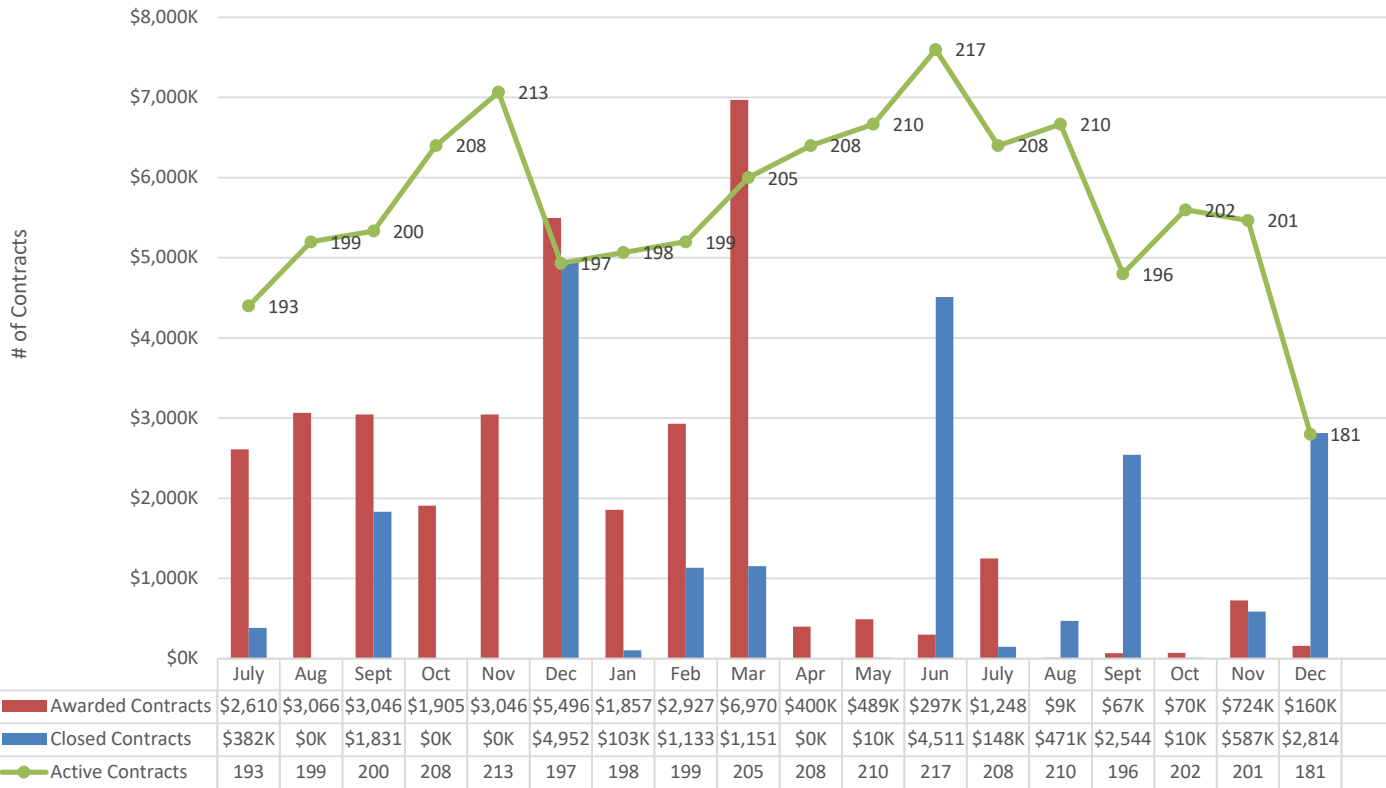
How to Register in SCAG’s Vendor Database to be Notified About SCAG’s Contracting Opportunities

1. Go to scag.ca.gov.
2. Under “Get Involved” (the top middle of the page), click “Contracting & Vendor Opportunities”
3. Scroll down to and click “SCAG Vendor Portal”
4. Scroll down to and click “Go To SCAG Vendor Portal”
5. Click “New Vendor Registration” (top left of the page) and follow the prompts

You can contact any of the Procurement staff listed below to assist you.

Name	No.	Email
Leyton Morgan (Manager)	(213) 236-1982	morganL@scag.ca.gov
Laura Aguilar	(213) 236-1922	aguilarL@scag.ca.gov
Ana Bello	(213) 630-1441	bello@scag.ca.gov
Ted Dorjee	(213) 236-1938	dorjee@scag.ca.gov
Marisa Blancarte	(213) 236-1882	blancarte@scag.ca.gov
Sloane Hewitt	(213) 236-1880	hewitt@scag.ca.gov
Rozz Lewis	(213) 236-1905	lewis@scag.ca.gov
Lori Tapp	(213) 236-1957	tapp@scag.ca.gov

SCAG Contracts FY2023-24



Overview
This chart shows the number of contracts administered by the Contracts Department, by month, from July 2022 thru Dec 2023



■ Awarded Contracts
 ■ Closed Contracts
 ● Active Contracts

Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 181 contracts. Twenty-two (22) are Cost Plus Fee contracts; seventy-nine (79) are Lump Sum (formerly Fixed Price) contracts, and the remaining eighty (80) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

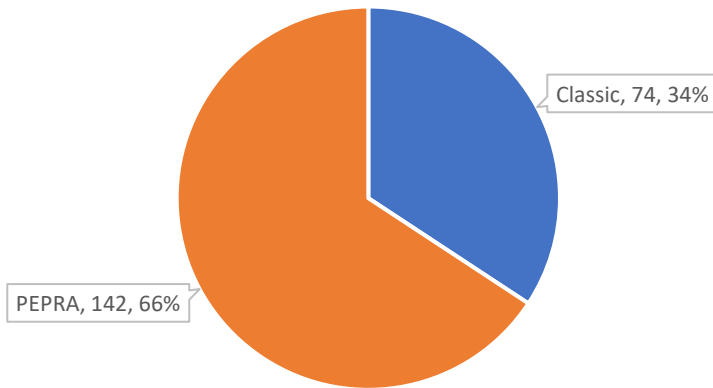
CFO Report

As of January 1, 2024

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	9	8	1	0	0	0	8
Human Resources	13	11	2	1	0	0	12
Legal Services	3	2	1	0	0	0	2
Finance	37	34	3	1	0	0	35
Information Technology	30	26	4	1	0	0	27
Gov. & Public Affairs	26	24	2	3	0	0	27
Planning & Programs	119	111	8	10	0	9	130
Total	237	216	21	16	0	9	241

CalPERS Membership



Attachment: CFO Charts (CFO Monthly Report)



AGENDA ITEM 10
REPORT

Southern California Association of Governments
February 1, 2024

To: Regional Council (RC)
From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

Subject: Presidential Priorities Panel: Transit/Rail Recovery

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In the 2023-2024 EAC Strategic Work Plan, the Regional Council under the leadership of President Art Brown identified transit/rail recovery as one of three main policy issues for regional dialogue and collaboration this fiscal year. This staff report outlines SCAG's efforts to support transit/rail recovery. SCAG staff has invited representatives from agencies leading transit/rail recovery initiatives to share highlights from their work. The panel will include representatives from the California Transit Association, the Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, and Metrolink. A Transit/Rail fact sheet from the EAC Strategic Work Plan is attached for reference. Next month SCAG staff will bring forward presentations on the remaining presidential priority, Goods Movement.

BACKGROUND:
SCAG's long-range plan, Connect SoCal, envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's vision of more livable and equitable communities. This also supports the larger vision for the region, to create a healthy, prosperous, and connected region for a more resilient and equitable future. However, the future of transit/rail is at a crossroads. The COVID-19 pandemic had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now more than three years out from the pandemic's start, the transit/rail impacts endure. While the region's bus ridership levels have consistently increased since April 2020, they are still 21 percent below what they were pre-pandemic. Metrolink's rail ridership is currently 48 percent lower than it was pre-pandemic at this time. The impacts from the pandemic along with increasing demand for

sustainable transportation options, advancements in technology, and changes in urban environments will shape the future for transit/rail recovery.

SCAG Focus

For its part, SCAG has supported efforts to improve transit/rail across the region through a variety of planning research and studies, many of which have been highlighted at past Transportation Committee meetings. The recommendations generated from SCAG's research and studies are instrumental in supporting local jurisdictions as they work to improve the transit/rail network. The research and studies include:

- **Mobility as a Service (MaaS) Feasibility White Paper:** In 2022, SCAG completed the MaaS Feasibility White Paper, to study the key building blocks for successfully implementing a MaaS system in the SCAG region, which would integrate transportation services into a single mobility platform to provide competitive alternatives over private vehicles, promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.
- **SwissCal Conference:** In 2022, as a companion effort to the MaaS study, 20 representatives from SCAG, including 16 members of the SCAG Regional Council, participated in the SwissCal Conference on the Swiss Public Transportation Ecosystem. The goal of the virtual conference, which connected senior leaders and professionals from across California with senior Swiss transit experts, was to learn about Swiss best practices associated with transit coordination that could be applied in Southern California. The conference resulted in the identification of actions to advance in the near term, such as fare integration and ticketing and schedule coordination.
- **Regional Dedicated Transit Lanes Study:** In 2023, SCAG completed this Study, which plans for a regional network of dedicated bus lanes and other transit priority treatments to support enhanced transit services, improve mobility, accessibility and sustainability, and support implementation of Connect SoCal.
- **Integrated Freight and Passenger Rail Study:** In 2022, SCAG, working in partnership with Metrolink and other rail stakeholders, completed a first-of-its-kind effort to simulate combined future freight and passenger train volumes out to the year 2050 to determine additional rail infrastructure needed over and above currently planned improvements.
- **Metrolink Transit-Oriented Development (TOD) Study:** Starting in 2022 and running through this spring, SCAG has been working in partnership with Metrolink and local jurisdictions to identify and recommend stations with the greatest potential for TOD.

- **First/Last Mile Plans:** Through SCAG’s Sustainable Communities Program, SCAG offers technical support to local jurisdictions for planning, including First/Last Mile Plans. In 2020, SCAG partnered with Omnitrans to develop the Bus Stop Safety Improvement Plan, and more recently, SCAG is partnering with the City of Montebello to develop a First/Last Mile Master Plan. These plans include project concepts that can be repackaged into grant applications so that the plans may be implemented expeditiously.

This year, SCAG will initiate work on developing local guidance and design concepts for mobility hubs, which are the infrastructure foundation for multimodal trip planning and provide safe and convenient transfer between transportation modes, but especially transit/rail. In addition, SCAG plans to initiate work on an Innovative Clean Transit Regional Assessment, which will evaluate the region’s readiness for zero emission fleet conversion. SCAG will also continue to convene the Regional Transit Technical Advisory Committee, which is comprised of representatives from the region’s transit operators and provides a forum for coordination and input on plans and projects, and at the state level, SCAG will advocate for the region’s priorities via a newly convened Transit Transformation Task Force, which is described in more detail below.

State Focus

Recognizing the need for statewide coordination on transit/rail recovery, this past December the California State Transportation Agency (CalSTA) held the first meeting of the statewide Transit Transformation Task Force. The Task Force was formed per Senate Bill 125 (Chapter 54, Statutes of 2023), which further requires that it include representatives from various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. SCAG’s Executive Director, Kome Ajise, is one of 25 members who have been appointed to the Task Force, along with several other organizations from the region, including representatives from the Riverside County Transportation Commission, Los Angeles Metropolitan Transportation Authority, Move LA, and UCLA’s Institute of Transportation Studies. Moving forward, the Task Force will meet on a bimonthly basis, with a focus on developing policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The Task Force’s work will culminate in a report of findings and policy recommendations to policy and fiscal committees of the Legislature on or before October 31, 2025, as specified in Senate Bill 125. Regular updates on the Task Force’s progress will be shared at future Regional Council meetings and other relevant stakeholder meetings (e.g., SCAG’s Regional Transit Technical Advisory Committee). More information regarding the Task Force is available on the [CalSTA website](#).

External Speakers

In accordance with the 2023-2024 EAC Work Plan, SCAG staff have arranged for a panel of experts to share their perspectives on the path to transit/rail recovery in Southern California. The panel will include representatives from the California Transit Association, the Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, and Metrolink.

- The California Transit Association’s (CTA’s) Executive Director, Michael Pimentel, will provide a statewide perspective on transit/rail recovery. CTA is a nonprofit organization representing California’s transit industry, including more than 85 public transit and rail agencies statewide.
- The Imperial County Transportation Commission’s (ICTC’s) Executive Director, David Aguirre, will provide a countywide perspective on transit/rail recovery. ICTC is currently implementing Calexico on Demand, a tech-enabled microtransit service designed to expand access to flexible, equitable mobility for older adults, low-income, and youth populations within the City of Calexico.
- Los Angeles County Metropolitan Transportation Authority’s (LA Metro’s) Chief Innovation Officer, Seleta Reynolds, will provide a countywide perspective on transit/rail recovery. LA Metro is currently implementing NextGen, its plan for a reimagined bus system that focuses on providing fast, frequent, reliable, and accessible service. NextGen is being promoted together with its other programs such as fare capping, LIFE, and GoPass to accelerate ridership recovery and achieve the growth intended from NextGen. LA Metro is also working in partnership with other agencies (e.g., Los Angeles Department of Transportation, Metrolink, etc.) to develop an Olympics 2028 transportation strategy that will include legacy projects to support transit/rail recovery. Through the larger organizing agency, LA28, LA Metro and others are further developing mobility hubs, first/last mile efforts, and bus only lanes projects, among others.
- Metrolink’s Chief Executive Officer, Darren Kettle, will provide a regionwide rail perspective. Metrolink is currently implementing Southern California Optimized Rail Expansion (SCORE), which is a \$10 billion capital improvement program that includes grade crossing, station and signal improvements as well as track additions and work that will accelerate progress towards Metrolink's zero-emissions future.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program (OWP) Task 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.

ATTACHMENT(S):

1. Presidential Priorities for EAC Work Plan - Transit Rail Recovery

Presidential Priorities for EAC Work Plan

Transit/Rail Recovery



PROBLEM STATEMENT

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

SCAG'S EFFORTS

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

FURTHER AREAS TO EXPLORE

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



To: Regional Council (RC)

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

Subject: Business Report – February 2024

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

- 1. Traffic 101 and Connect SoCal.** On Thursday, January 25, 2024, I will participate as a panelist with OCTA's Darrell Johnson and Fran Inman of BIZFED, moderated by Rabbi Richard Steinberg (brother of Sacramento Mayor Darryl Steinberg) at congregation Shir Ha-Ma'alot in Irvine on "*Transportation and Sustainability in a Growing Orange County*" and answer the community's questions on housing and transportation. I will be sure to remind folks about SCAG's Connect SoCal!
 - 2. Making Sense of California's Economy.** Here's a good summary article by PPIC on where California's economy has been, where it might be headed, and how we can better insulate Californians against future upheavals. <https://www.ppic.org/publication/making-sense-of-californias-economy/>. Key takeaways include:
 - Although inflation is now stabilizing, two years of rapidly rising costs for food, housing, gas, and other goods and services cut into Californians' budgets. Wage increases provided a partial buffer for many, but in most sectors wages did not keep pace with inflation.
 - The labor market is tight, trending back to pre-pandemic levels. And the labor force is shrinking, almost entirely due to an aging population.
 - Remote work is reshaping regional economies. Bay Area and LA have 46% and 40% full paid working days at home, November 2023.
 - Upward mobility is a steep climb. Sky-high housing costs have left many—especially younger, lower-income, and nonwhite residents—without the meaningful opportunity to own a home, a vital path to wealth creation for earlier generations.
 - 3. GLUE Council Meets January 29 at 10am via Zoom.** GLUE Council is **your Regional Council business advisory group**. Come join us next week for an informative update from your business advisors, including Jeff Montejano of BIASC on housing from the builder perspective, an update on Prop 1, the impact of a California state budget deficit, and a business perspective on the recently announced Hydrogen Hub.
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4. **New Costs for Businesses 2024.** New year, higher costs.

In 2023, the California Legislature passed 1,046 bills. The governor signed 890 of those bills into law and vetoed 156. As a result, there are hundreds of new California laws that took effect on January 1, 2024, and many that will take effect at a later date. Among these new laws, the following list highlights those that come with a heavy price tag with impacts to California businesses, jobs, and the economy. Additional regulations brought on by the state are also included in order to provide a full picture of the state's newest cost-drivers. Hat tip to California Business Roundtable for this enlightening information (www.cbrt.org).

Even though legislators aren't overtly raising "taxes," they, in fact, are. Examples:

JANUARY 1, 2024

Tax Increase for High Wage Earners: SB 951 (Durazo, 2022) repeals the \$153,164 wage limit for contributions into the state disability insurance (SDI) fund and increased the SDI contribution rate 1.1%, thereby making all wage income subject to the payroll tax. This means that the state's top marginal individual income tax rate on wage income will become 14.4%. California's budget is highly dependent on high wage earners remaining in California. This is another incentive to exit.

Paid Sick Leave Expansion: SB 616 (Gonzalez, 2023) requires employers to provide and allow employees to use at least 40 hours or five days of paid sick leave per year once they have been employed for 200 days. Before January 1, 2024, an employer could limit an employee's use to 24 hours or three days during the year.

Social Security Tax Wage Base and Cost of Living Adjustment (COLA) Increase: (1) The "Social Security wage base" is the maximum amount of earning subject to Social Security Tax. In 2023, the Social Security Administration announced a 5.2% increase in the wage base for 2024—the wage base will go from \$160,200 to \$168,600. As a result, the maximum Social Security tax jumps from \$9,932 to \$10,453. So, people making over \$168,600 in 2024 will be paying about \$521 more in Social Security taxes next year. (2) In 2023, the Social Security Administration also announced the 2024 COLA increase—more than 66 million retirees receiving Social Security checks will see their monthly government payments rise 3.2%. While this is significantly lower than the 8.7% received in 2023, the highest COLA in more than four decades, it's still higher than the average over the past 20 years which was 2.6%.

JANUARY 31, 2024

Federal Unemployment Tax Act (FUTA) Rate Increase: According to the US Department of Labor, California was one of several states that did not pay back its federal unemployment loans on time. As a result, California employers in 2024 will have to pay a higher FUTA rate of 0.6% total, retroactively for 2023. The Credit Reduction, resulting in the net tax rate, increases each year the outstanding loan balance is not paid. According to IRS regulations, any increased FUTA tax liability

due to a credit reduction is considered incurred in the fourth quarter of the relevant calendar year and is due by January 31st of the following year. California employers will retroactively pay an additional 0.6% on FUTA taxable wages for 2023 when filing the 2023 Form 940.

APRIL 1, 2024

Minimum Wage for Fast-Food Workers: AB 1228 (Holden, 2023) increases the minimum wage for covered fast-food workers to \$20 per hour—the average wage for such workers in 2022 was \$16.21.

JUNE 1, 2024

Minimum Wage for Health Care Workers: SB 525 (Durazo, 2023) increases the minimum wage for covered health care employees through a multi-tiered schedule to \$25 per hour by 2026 at the earliest and 2033 at the latest, depending on the health care facility—the average wage for such workers in 2023 was \$15.50.

JANUARY 1, 2026

Emissions Reporting: SB 253 (Wiener, 2023) requires businesses with revenues greater than \$1 billion doing business in California to annually report GHG data from throughout the entire supply chain, regardless of who in the supply chain produces the emissions. The bill authorizes the state to impose penalties up to \$500,000 in a reporting year for failing to meet the extensive reporting requirements. It's estimated that each company will have to pay more than \$600,000 per report, annually. Beyond that, each company could pay three times to file the same report.

Climate Financial Risk Reporting: SB 261 (Stern, 2023) requires businesses with annual revenues greater than \$500 million operating in California to bi-annually report climate-related financial risks and their mitigation strategies to the public. The bill includes fines of up to \$50,000 in a reporting year.
