



SOUTHERN CALIFORNIA
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MEETING NO. 658

REGIONAL COUNCIL

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

***Thursday, September 7, 2023
12:00 p.m. – 2:00 p.m.***

To Attend In-Person:

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

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Meeting ID: 249 187 052**

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1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, September 6, 2023**, 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, September 6, 2023, 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.
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For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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Wendy Bucknum City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	Rick Denison Yucca Valley - Town Hall 57090 Twentynine Palms Highway Yucca Valley, CA 92284	Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866
Lucy Dunn City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	Margaret E. Finlay 2221 Rim Road Duarte, CA 91008	James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717
Brian Goodell City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	Mark E. Henderson South Bay Council of Governments Environmental Services Center 2355 Crenshaw Boulevard, Suite 125 Torrance, CA 90501	Joe Kalmick City of Seal Beach - City Hall 211 8th Street, Council Chambers Seal Beach, CA 90740
Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	Kathleen Kelly 46-100 Burroweed Lane Palm Desert, CA 92260	Tammy Kim City of Irvine - City Hall 1 Civic Center Plaza Irvine CA, 92614
Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive, Bay 2E Newport Beach CA, 92660	Linda Krupa City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543	Patricia Lock Dawson City of Riverside - City Hall 3900 Main Street 7th Floor Conference Room Riverside, CA 92522



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<p>Steve Manos City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>	<p>Casey McKeon Heslin Holdings 23421 South Pointe Drive, 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>Marisela Nava City of Perris - City Hall 101 N D Street Council Conference Room Perris, CA 92571</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>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 Aurora Hotel 137 Marilla Avenue Avalon, CA 90704</p>
<p>Tim Sandoval City of Pomona - City Hall 505 S Garey Avenue Chuck Bader Conference Room Pomona, CA 91767</p>	<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590</p>	<p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street, Room 856 Los Angeles, CA 90012</p>
<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>	<p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>	

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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, September 7, 2023
12:00 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Art Brown, President)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Draft RHNA Reform Recommendations
(Ma’Ayn Johnson, Housing Manager, SCAG)

PPG. 10

RECOMMENDED ACTION:

Approve the draft staff recommendations on RHNA reform as noted in this staff report and authorize the Executive Director to submit a comment letter on behalf of SCAG to the California Department of Housing and Community Development (HCD).

CONSENT CALENDAR

Approval Items

2. Minutes of the Regular Meeting – July 6, 2023
3. Contract Amendment Exceeding \$150,000: Contract No. 18-011A-C01, Federal Transportation Improvement Program (FTIP) Online
4. Contracts \$500,000 or Greater: Contract No. 24-018-C01, Microsoft Enterprise License Agreement (ELA)
5. Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program

PPG. 63

PPG. 74

PPG. 82

PPG. 90



6. REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update PPG. 217
7. Sustainable Agricultural Lands Conservation (SALC) Program Application PPG. 252
8. AB 833 (Rendon): Freeway Caps PPG. 258
9. AB 1637 (Irwin): Local Government: Internet Websites and Email Addresses PPG. 262
10. SCAG Memberships and Sponsorships PPG. 270

Receive and File

11. September 2023 State and Federal Legislative Update PPG. 274
12. CFO Monthly Report PPG. 297

BUSINESS REPORT

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

PPG. 325

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
September 7, 2023

To: Regional Council (RC)
From: Ma'Ayn Johnson, Planning Supervisor
(213) 236-1975, johnson@scag.ca.gov
Subject: Draft RHNA Reform Recommendations

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve the draft staff recommendations on RHNA reform as noted in this staff report and authorize the Executive Director to submit a comment letter on behalf of SCAG to the California Department of Housing and Community Development (HCD).

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 Regional Housing Needs Assessment (RHNA) is a state mandated process that determines the existing and projected housing needs for each jurisdiction within the state of California. The California Department of Housing and Community Development (HCD) is undertaking a Statewide effort on reforming RHNA. Concurrently, SCAG conducted its own engagement process to develop recommendations that will be submitted to HCD to inform their RHNA reform process. In 2022, SCAG conducted a stakeholder engagement process to collect input and feedback on RHNA reform. The stakeholder feedback that was received shaped staff RHNA reform recommendations. The recommendations were presented to the public in 2023 for additional feedback through a series of outreach efforts including two public listening sessions, an online survey, and posting of draft recommendations online for public input, and based on these comments, SCAG staff updated its draft recommendations. At its August 16, 2023 meeting the Community, Economic, and Human Development (CEHD) Committee reviewed the updated recommendations and provided feedback. Based on the input and recommendation action from the CEHD Committee, SCAG has developed a revised list of recommendations for RHNA reform for Regional Council approval. Following review and approval by the Regional Council, staff will submit a comment letter to HCD that reflects the approved SCAG RHNA reform recommendations.

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is a process that determines the existing and projected housing needs for each jurisdiction within the state of California. This housing need, also known as the RHNA allocation, covers an 8-year period and requires each jurisdiction, defined as cities and unincorporated communities within counties, to plan for this need in their housing elements through an analysis of suitable sites and implementing various programs, including rezoning.

The California Department of Housing and Community Development (HCD) provides a regional RHNA determination to each council of governments (COG), including the Southern California Association of Governments (SCAG). HCD determines the total housing need for the region, and the COG is responsible for developing a methodology to distribute this need to individual jurisdictions.

The latest 6th cycle RHNA determination for the SCAG region is 1,341,827 housing units across four income categories for the planning period spanning October 2021 through October 2029.

Government Code Section 65584.01 outlines the steps HCD must follow to determine the regional RHNA determination. In addition to the population projections provided by the California Department of Finance (DOF), and regional population forecasts used in preparing regional transportation plans, in consultation with the COG, HCD also considers other factors in its assessments, which include:

- Anticipated household growth and associated projected population increases
- Household size data and trends in household size
- The percentage of households that are overcrowded and the overcrowding rate for a comparable housing market
- Rate of household formation
- Vacancy rates in existing housing stock, and the vacancy rates for a healthy housing market, as well as replacement needs
- The relationship between jobs and housing, including any imbalance between jobs and housing
- The percentage of households that are cost burdened and the rate of housing cost burden for a healthy housing market
- The loss of units during a state of emergency

HCD is required to meet and consult with the COG regarding assumptions and methodology, HCD is responsible for making the final assumptions for each required factor and providing a regional determination. The COG may object to HCD's determination, though the final decision for a regional determination is ultimately made by HCD.

AB 101

In October 2021, the California State Joint Legislative Audit Committee approved an emergency audit to examine HCD's regional determination process. The request for an audit was based on the assertion that "the public has almost no information about the formula HCD uses to calculate these initial numbers". This was due to confusion and mistrust among regional planning bodies and jurisdictions and the need for an independent and objective review of the process. As part of its audit, the State Auditor examined three regions: Santa Barbara County Association of Governments (SBCAG), Sacramento Area Council of Governments (SACOG), and Amador County.

Based on the California State Auditor's findings published in March 2022, HCD made several errors in making regional determinations for the regions reviewed, indicating that the regional determinations were understated for these three regions and possibly others as well. As a result of these errors and inaccuracies, the Auditor made several recommendations to improve the RHNA process.

Assembly Bill (AB) 101 (2019) requires HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature by December 31, 2023. Reform efforts are restricted to Government Code Section 65584 through 65584.2, which covers the RHNA regional determination, COG methodology, appeals process, and adoption of the final RHNA plan. To ensure that comments from stakeholders in the SCAG region are considered as part of HCD's AB 101 RHNA reform, SCAG conducted its own concurrent engagement process to inform RHNA reform recommendations to HCD.

SCAG RHNA Reform Process

In July and August of 2022, SCAG staff conducted an initial stakeholder engagement process to gather input and feedback on RHNA reform. The initial outreach process included a publicized comment period, one public listening session, five presentations to councils of governments, and one presentation each to the Housing Working Group and the Technical Working Group. Staff reviewed the feedback and comments submitted during this process and prepared draft recommendations, which were made available for public comment in May 2023.

Between May and June 2023, SCAG held a second public engagement process on the draft recommendations. SCAG held two public listening sessions on June 22 and June 27 to gather feedback on the recommendations. In addition, a RHNA reform survey was posted on the SCAG website and written letters were also accepted. The input was used to refine and augment the draft recommendations, where appropriate.

SCAG staff provided RHNA reform outreach process updates to the CEHD Committee at their June 1 and July 6, 2023 meetings. At the June 1 meeting, the CEHD Committee voiced concerns regarding HCD's lack of transparency and inclusivity in its Statewide RHNA reform outreach efforts.

Specifically, CEHD members criticized that HCD's RHNA reform Sounding Board, which was an ad-hoc advisory group formed by the Department to discuss potential concepts for RHNA reform, did not invite homeowner or resident groups to participate and did not share the invitation list and meeting summaries publicly. CEHD members directed the SCAG representative on the Sounding Board, Ma'Ayn Johnson, to share their concerns at the next meeting. Ms. Johnson did so at the June 5 meeting and HCD staff indicated that they noted the comments. These concerns will again be shared by staff in the RHNA reform comment letter to HCD subsequent to the Regional Council approval of the draft recommendations.

Stakeholder Feedback

As previously noted, feedback was received through the initial 2022 stakeholder engagement process, and between May and June 2023 through a survey, listening sessions and written comments on the draft recommendations. The stakeholders represented a range of housing-related industries and organizations, including the building industry, developers, government agencies, housing advocates, policy researchers, private businesses, private residents and homeowner associations, resident services, and Tribal entities. Many themes emerged from the public listening sessions and comment letters. The themes are presented below and organized around the topic areas such as regional determination, methodology, appeals and other. The major themes that covered multiple comments received went on to be used to create a brief stakeholder survey that was shared with the public and remained open for the month of June.

Regional Determination

- HCD should consider providing the regional determination earlier than the 26 months before a housing element due date, which is timeline that is currently in statute.
- The regional determination should include additional assumptions and factors. Some of the factors suggested including populations in institutions, market factors, land available and capacity for development and prior housing production.
- DOF projections that California will continue to account for the current national output and that population and jobs will continue to grow indefinitely should be subject to evaluation. Economic conditions can change over time, and population and job growth rates can fluctuate due to various factors such as technological advancements, immigration patterns, natural disasters, and economic cycles.

Methodology

- Site availability for development should be a factor in the RHNA methodology. For instance, areas under the California Coastal Commission would violate the Coastal Act and should be considered when distributing RHNA data.
- Transportation projects that are still conceptual, lack funding and are beyond the RHNA planning cycle should not be factored into the methodology.

- Including projects in the RHNA methodology that are still conceptual and lack funding is premature if there is no certainty that these projects will be implemented.
- The adjustments for disadvantaged communities in the distribution formula should be reconsidered.
- There should be a stronger relationship between jobs and housing, therefore areas that have a high concentration of jobs or initiate job growth should receive a higher allocation.
- Factors such as density, overcrowding, telework, climate change and resiliency, and the presence of a university and community colleges should be considered part of the RHNA methodology.

Appeals and Other

- More guidance on what should be in an appeal and what is likely a reasonable appeal request should be provided. Trade and transfer should be allowed. Jurisdictions with funding and no sites should be able to contribute to affordable housing in jurisdictions that have available land.

A more detailed summary of stakeholder comments can be found in the attached recommendations matrix.

A set of five survey questions were developed by reviewing all the feedback and identifying themes and threads common to all. The questions are broad enough to capture the common threads in all the comments, yet specific enough to provide meaningful insights. Survey respondents represented a diverse set of stakeholders. The largest group of respondents represented local government agencies with 55% of all respondents.

Below is a list of questions and a high-level summary of responses:

- *Should the regional determination be provided by HCD earlier than what is currently in statute?*

Almost two-thirds (65%) of respondents answered yes while 35% answered no.

- *Existing need from the RHNA regional determination should be spread out over multiple planning cycles instead of one 8-year period.*

Approximately 52% of respondents either agreed or strongly agreed. About 30% disagreed or strongly disagreed while 18% were neutral.

- *Should additional time be allocated to the appeals process?*

Almost half (48%) of respondents agreed or strongly agreed. About 23% disagreed or strongly disagreed while 28% were neutral.

- *HCD should convene an advisory third-party panel of experts as part of the regional determination process.*

Approximately 54% of respondents either agreed or strongly agreed. About 28% disagreed or strongly disagreed while 18% were neutral.

- *Should trade and transfer be reinstated with parameters that further affirmatively furthering fair housing (AFFH)?*

Approximately 43% of respondents either agreed or strongly agreed. About 38% either disagreed or strongly disagreed while 20% were neutral.

Draft Recommendations

Based on comments from the public listening sessions, written comments, and survey responses, SCAG staff updated its May 2023 draft recommendations with some additional clarifications and revisions. The updated draft recommendations were reviewed and discussed by the Community, Economic, and Human Development (CEHD) Committee at a special meeting held on August 16, 2023.

The CEHD Committee discussion included several significant concerns with the RHNA process and its questionable impact on the housing crisis. These concerns are captured in the HCD comment letter and included:

- The SCAG region produced far below its need for very low- and low-income households for the 5th RHNA cycle
- Affordability is a critical issue that RHNA is not necessarily effective at addressing
- The consideration of job accessibility in the RHNA distribution methodology creates constraints for existing job centers that need sales tax revenues to fund residential services, and that future RHNA methodologies should evaluate the constraints for existing job centers versus those that are newer
- There needs to be accountability for HCD in the RHNA process and punitive measures toward jurisdictions should be removed in the housing element preparation and approval process
- The RHNA process should be reflective of the residents of the region and not special interests

- Jurisdictions are burdened with the extra cost of infrastructure to meet their RHNA need and the lack of infrastructure and utilities such as water supply can constrain housing production
- There is critical urgency in meeting existing housing need, but it is extremely challenging for jurisdictions to meet decades of existing housing need within an eight-year period
- The State needs to form partnerships and build housing units instead of solely relying on the private sector, and reassess the role of regulations in housing production

In addition to including the CEHD's feedback in the HCD comment letter, SCAG staff added an additional recommendation based on the CEHD concern that there needs to be due process opportunities for housing need determination with defined grounds on which Council of Governments and jurisdictions can appeal the methodology and assumptions used for housing need determination. Staff also revised one of its recommendations based on the CEHD discussion and comments to acknowledge constraints in determining housing need based on job accessibility and recommend that this be evaluated as part of the development of the 7th cycle RHNA methodology.

In addition to a draft letter to HCD reflecting fourteen (14) draft RHNA recommendations, the full recommendations matrix, which included staff responses and staff recommendations, are found as an attachment to this report.

The draft recommendations prepared by SCAG staff that are recommended to be included in the comment letter are grouped in this staff report by method of action¹. An additional recommendation (#14) focuses on housing element reform, which is outside the scope of the RHNA reform process but is critical in addressing housing production.

1. **Legislative Change:** Many RHNA requirements are codified in State housing law and any changes would require legislation. Unless specified, legislative changes would apply to all councils of government (COG) in the State and would not apply until SCAG's 7th cycle RHNA process. After approval by the Regional Council and submittal of the HCD comment letter, SCAG will continue to review and explore the legislative recommendations and ways to implement them.
2. **SCAG and/or HCD Administrative Change:** These are changes that both SCAG and HCD can make administratively. HCD and COGs have some degree of flexibility within the RHNA process if it is not specified in statute. These changes do not necessarily need to be applied statewide. Additionally, SCAG administrative changes do not mean that the changes will be decided by staff but rather that staff will seek input and action from the CEHD and Regional Council, as needed.
3. **7th cycle RHNA Change:** Several decisions are the responsibility of the COGs and must be approved by their respective Boards. However, the 7th RHNA cycle will not start development at SCAG until approximately 2026, and engagement with the CEHD and

Regional Council will occur at that time. RHNA reform items that are “approved” for the 7th cycle as part of current RHNA reform effort will be shared by SCAG staff with Regional Council and other decision-making committees for their consideration. These specific actions would be unique to the 7th cycle and could differ from the process used in the 8th cycle (and beyond).

In addition, the draft recommendations are further categorized by the RHNA milestones that are within the scope of HCD’s RHNA Reform process:

- a. Regional Determination: Process to determine the regional housing need as determined by HCD
- b. Methodology: Process to distribute the regional determination among jurisdictions to determine a draft RHNA allocation
- c. Appeals Process: Process to appeal a draft RHNA allocation and the redistribution of any successful appeals to the region
- d. Other: Topics that are outside of the above three subgroups

For convenience, the recommendations are notated with the cell(s) of the corresponding draft recommendations matrix, which is an attachment to this staff report.

Legislative Change

Regional Determination

1. Extend existing need from the regional determination across multiple planning cycles to ensure that the RHNA can be fully accommodated by jurisdictions. Correspondingly, extend the housing element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need. (cell matrix #1)
2. Recommend that procedures be established for HCD to publicize its data sources, analyses, and methodology, including assumptions and factors used in DOF projections and engagement process with the COG, prior to finalization of the regional determination to facilitate a transparent process with accessible information prior to finalization from HCD. (#2, #8)
3. Establish formal processes to review and document HCD’s considerations as part of its regional determination. HCD should also convene an advisory panel of experts that would advise HCD on their assumptions, data, and analysis prior to HCD making its final determination, which would also minimize politicization of the process. (#5, #6)
4. Establish additional due process opportunities for housing need determination with defined grounds on which Councils of Governments and jurisdictions can appeal the methodology and assumptions used for housing need determination. (#9)

5. Codify an earlier date, which is currently at least 26 months before a housing element due date, for HCD to provide the regional determination to a COG so that more time is available to coordinate with the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and have potentially additional time for the appeals process. (#7, #19, #25)

Other

6. Reinstated a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing. (#28)

SCAG and/or HCD Administrative Change

Regional Determination

7. (SCAG) Facilitate conversations with HCD to continue ensuring that the determination process considers all available data at the time, including a review of how remote work affects a region's housing need. (#4)
8. (SCAG) Exercise the option of additional time to the appeals process provided that there is sufficient time available, if needed. (#25)

Other

9. (SCAG and HCD) Inquire if the State has considered having RHNA allocation be one of the considerations for housing funding opportunities, including but not limited to transit-oriented development that meet both housing and climate change goals. (#27)
10. (SCAG) Provide jurisdictions more time between the issuance of RHNA allocation and the statutory deadline for housing element adoption. (#30)

7th Cycle RHNA Change

Regional Determination

11. SCAG to facilitate conversations with HCD to ensure that the determination process by HCD considers all available data sources, including a review of how remote work affects a region's housing need. (#4)

Methodology

12. (SCAG) Consider different distribution methodologies, assumptions, and factors as part of the 7th cycle RHNA, starting in 2026. These include consideration of a distribution methodology that considers assignment of housing need to individual jurisdictions instead of a single formula, other definitions used for job access, constraints for existing job centers and potential loss of revenue versus the potential housing demands of those that are new, alignment of factor horizon years, the threshold definition and adjustments for disadvantaged communities, factors that further the goal of jobs housing relationship, density, climate change and resiliency, the presence of a universities and community colleges, influence of transit, remote work, and exclusion of housing need assignments to permanent open space and industrial zones. (#11, 12, 13, 14, 16, 17, 18)

Appeals

13. Explore preparing a guidebook to help appellants more easily understand how to file an appeal, what information should be included in an appeal, and three bases on which an appeal can be filed. (#23)

Beyond RHNA Reform

14. Request that HCD review housing element law to address challenges to housing building and production, including incentives for specific types of housing typologies. (#32)

No Change

A number of suggested RHNA reform comments were received and evaluated by SCAG staff but were not recommended for change and inclusion in SCAG's comment letter. To provide clarity, these responses are divided into two categories – no change needed and no change recommended.

No Change Needed

The recommendation of no change needed was a response to comments that requested changes that were already in practice, such as:

- The distribution of RHNA should ensure that higher income jurisdictions receive their fair share of regional need (#15)
- The appeals process should be meaningful and not perfunctory (#24)

In cases where no change is needed, SCAG staff is committed to ensuring that these practices continue to meet the goals of RHNA, such as ensuring each jurisdiction receives its fair share of

regional housing need, that SCAG staff continue to review every filed appeal diligently, and to maintain transparency and fairness in reviewing the merits of appeals.

No Change Recommended

A number of suggested RHNA reform comments were received and evaluated by SCAG staff but were not recommended for change and inclusion in SCAG's comment letter. SCAG reviewed the comments and evaluated them in consideration of furthering the five objectives of State housing law and whether the reform would reach its intended result.

A designation of no change recommended was applied to the following comments:

- The regional determination should include additional assumptions and factors, such as populations in institutions, market factors, land available for capacity for development, and prior housing production. (#3)

Summary response: The current determination process excludes populations within institutions, such as dormitories, prisons, and nursing homes because the units housing them are not considering housing units for DOF purposes, nor are they generally considered as units for housing element purposes. SCAG has supported continuing excluding them from the regional determination process but recommends continuing to review which regionally available data best reflects the population which is substitutable with the household population.

While there may be some areas that are not suitable for residential development, it does not preclude a jurisdiction from evaluating areas that are suitable for development and considering planning tools to accommodate housing need such as increased density, affordable housing overlays, and mixed-used zoning. Additionally, housing production is intended to meet existing and projected housing need. If housing production is sufficient in meeting that need, it should be reflected in regional cost-burden and overcrowding rates.

- The RHNA methodology should consider factors such as land unavailable for development or available sites. Areas that fall under the California Coastal Commission would violate the Coastal Act and should be taken into consideration when distributing RHNA. (#10)

Summary response: While there may be some areas that are not suitable for residential development, it does not preclude a jurisdiction from evaluating areas that are suitable for development and considering planning tools to accommodate housing need such as increased density, affordable housing overlays, and mixed-used zoning. Additionally, the Coastal Commission has commented that while there are areas that are vulnerable to sea level rise and erosion due to housing density, it does not necessarily preclude increases in housing density in

other coastal zone areas. However, SCAG staff recommends consideration of a variety of opportunities and constraints as part of the 7th cycle methodology development, starting in 2026.

- The RHNA allocation should remain more in line with Connect SoCal growth estimates. The methodology should completely align with Connect SoCal goals. (#12)

Summary response: The RHNA allocation is a regional plan to allocate HCD's determination of housing need based on furthering five statutory objectives. The RTP/SCS is a long-range plan that uses a growth projection, various policies and transportation investments to meet a wide range of State, federal, and regional objectives. While there is some overlap, there is difference between the two plan objectives. SCAG is committed to ensuring that the RTP/SCS and RHNA are mutually reinforcing and iterative and to improving communication surrounding their similarities and differences.

- The preservation of existing units should be considered as a factor in the distribution methodology (#20)

Summary response: Unit preservation ensures that housing need does not increase since it seeks to prevent displacement of existing households. State law currently allows for jurisdictions to count the preservation of housing at-risk of losing affordability status for up to 25 percent toward meeting their RHNA need.

- The appeals process should not allow for jurisdictions to appeal the allocation of other jurisdictions (#21)

Summary response: SCAG recognizes the complexity in handling an appeal of another jurisdiction's allocation as well as the unusual relationship between jurisdictions which may result. However, such a process - which is allowed by state legislation - does provide a measure of due process within the RHNA allocation.

- The basis for appeal should not be expanded (#22)

Summary response: State housing law allows three bases for appeal, which includes the application of the RHNA methodology, change of circumstance, and a specific list of land use factors. The specific list allows the opportunity for the COG to adopt other land use factors during the earlier methodology process, though the 6th cycle RHNA did not include any other factors.

- The RHNA Appeals Board should not have to redistribute back to the region successfully appealed units (#26)

Summary response: State law requires that successfully appealed units must be reallocated back to the region. The final RHNA allocation for each jurisdiction must total the regional determination provided by HCD. RHNA is a representation of regional housing need and the reduction of housing need in one jurisdiction does not eliminate the overall regional housing need defined by the regional determination.

- Subregional delegation is inconsistent with the goals of RHNA (#29)

Summary response: To maintain flexibility and allow jurisdictions to have a more tailored approach toward local planning constraints, staff recommends maintaining subregional allocation as an option, since SCAG and by extension HCD would still need to ensure that SCAG's methodology for allocating to a subregion and any subregion's allocation to jurisdictions are both consistent with the goals of RHNA.

- An audit should be performed on SCAG's 6th cycle regional determination (#31)

Summary response: A separate audit for SCAG would most likely produce similar conclusions to the audit already conducted by the State in 2022.

Next Steps

Subject to Regional Council approval, staff will submit a comment letter to HCD by its September 15, 2023 deadline to receive comments. The comment letter will include the approved recommendations for its Statewide RHNA reform effort and specific concerns expressed by the CEHD Committee and Regional Council.

Upon the Regional Council's adoption of the outlined recommendations, the next step will be for the Legislative/Communications & Membership Committee (LCMC) to evaluate the various concepts. The LCMC will then be tasked with recommending a prioritization of the multiple proposals for SCAG to potentially serve as a legislative sponsor to take the lead on introducing one or more as a bill in the California State Legislature. The LCMC will also recommend a plan of action so that the agency can advocate for the passage of any potential SCAG legislative sponsor bills or any other bills containing high-priority RHNA reform concepts.

SCAG staff will continue to monitor HCD's process and explore ways to implement the approved recommendations, and update the CEHD Committee and Regional Council, as needed.



FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (800.0160.03 – Regional Housing Needs Assessment).

ATTACHMENT(S):

1. Draft Letter to HCD RHNA Reform
2. RHNA Reform Letter Attachment
3. Matrix of Draft RHNA Recommendations
4. PowerPoint Presentation - RHNA Reform



August 31, 2023

Gustavo Velasquez
Executive Director
California Department of Housing and Community Development (HCD)
2020 W. El Camino Ave
Sacramento, CA 95833-1829

Subject: Comments for California’s Housing Future 2040: The Next RHNA and Regional Housing Needs Assessment (RHNA) Reform

Dear Mr. Velasquez:

Thank you for the opportunity to participate in the California Department of Housing and Community Development’s (HCD) California’s Housing Future 2040: The Next RHNA engagement initiative to develop recommendations related to the RHNA process and methodology.

During and after the 6th cycle RHNA process, several elected officials and stakeholders in the SCAG region requested that SCAG pursue reform to the RHNA and Housing Element process. Several issues were raised, such as the regional determination methodology, the use of land planning factors in the SCAG RHNA methodology, the basis for RHNA appeals, the accounting of sites in housing elements, and the timeline for housing element completion. Concurrent to HCD’s California’s Housing Future 2040: The Next RHNA engagement initiative, SCAG launched a RHNA reform stakeholder engagement process in 2022 and 2023. SCAG staff reviewed the input submitted during this process and prepared recommendations which were approved by SCAG’s Community, Economic, and Human Development Committee and Regional Council in late summer 2023. The fourteen approved recommendations are listed as an attachment to this letter.

In addition to providing SCAG’s recommendations on RHNA reform, the purpose of this letter is to also provide additional feedback regarding concerns raised by SCAG’s Community, Economic and Human Development Committee and Regional Council that are not covered directly under Government Code Section 65584 through 65584.2, as described below.

The first objective of RHNA law is to increase the housing supply and mix of housing types, tenure, and affordability within each region equitably. RHNA should focus on promoting the development of a diversity of the housing types at low and very low affordability levels. However, the singular focus on increasing the total housing supply distracts from RHNA’s purpose as a planning tool to foster housing production. It is insufficient to fully address affordability, especially if the housing units that are produced are in the above moderate-income category. For example, in the 5th cycle the SCAG region produced far below its need for low and very low-income units yet exceeded its targets for above-moderate-income

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Attachment: Draft Letter to HCD RHNA Reform (Draft RHNA Reform Recommendations)

housing. To date, RHNA has failed to catalyze the development of low and very low-income affordable housing in the SCAG region.

Furthermore, increasing the housing supply without considering the diverse needs and housing preferences of California residents does not effectively promote the overarching goal of housing affordability and equity. HCD must include a broader range of perspectives in the RHNA process, such as representatives from neighborhood groups, resident associations, and other stakeholders. This approach will ensure that the RHNA process considers the perspectives of local communities and promotes diversity in its engagement and improves the quality of life for residents.

The California State Auditor's report published in March 2022 on HCD's RHNA determination process highlighted the need for accountability and transparency on HCD's methodology and assumptions. The process needs additional opportunities for jurisdictions and councils of governments to appeal the determination, such as allowing to appeal of HCD's approach to determining the housing need, which can contain inaccuracies and unsupported assumptions. HCD's methods and assumptions should be clear and accessible to stakeholders to ensure confidence in the process.

Further, HCD should establish a more transparent and objective approach to reviewing housing elements submitted by jurisdictions. The existing review process has been criticized for lacking consistency, clarity, and timely feedback, which can hinder effective collaboration between HCD and jurisdictions in the SCAG region. Many jurisdictions would like to be partners and collaborate closely with HCD on housing elements but may struggle do so due to limited resources and HCD's lack of consistency in providing timely feedback. Applying punitive measures against jurisdictions when they are responding in good faith hampers collaboration and erodes trust in the housing element review process. While the AB 101 RHNA reform process does not apply to housing elements, we strongly recommend legislative reform to housing element law to establish a fair and transparent process that provides additional opportunities for due process, including judicial review, to ensure timeliness and accountability during the housing element review process.

The cost of building new housing-supportive infrastructure and upgrading existing infrastructure pose a burden on jurisdictions in the SCAG region aiming to meet their RHNA requirements. The lack of utilities like water and sewer can lead to delays in housing projects, raised costs, and reduced overall housing production. To help jurisdictions effectively meet their RHNA targets and address infrastructure needs, the State should collaborate with various entities to share the costs of capital-intensive infrastructure investments.

Existing housing regulations that may be hampering housing production need to be reassessed and usefulness in the current housing crisis reevaluated, and do not need to be the only solution to increase housing production. Ultimately, the State is in a better position of taking a leading role in constructing affordable housing rather than relying solely on the private sector, which will never be able to deliver the deep levels of affordability to alleviate the housing cost burden for Californians.

Thank you again for the opportunity to participate in HCD's RHNA reform process. We truly appreciate our partnership with HCD to create opportunities on a regional scale to increase housing supply and look forward to our continued work together.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Kome Ajise
Executive Director
Southern California Association of Governments

DRAFT

Attachment: SCAG RHNA Reform Recommendations

Concurrent to HCD’s California’s Housing Future 2040: The Next RHNA engagement initiative, SCAG launched a RHNA reform stakeholder engagement process in 2022 and 2023. SCAG staff reviewed the input submitted during this process and prepared recommendations, which were approved by SCAG’s Community, Economic, and Human Development Committee and Regional Council in late summer 2023.

Listed below are fourteen recommendations for RHNA reform that were approved by the SCAG Regional Council on September 7, 2023. The recommendations listed are categorized by the action needed to implement them.

- Legislative change: Changes to relevant Government Code in Sections 65584 through 65584.2 and any other statutory changes required for consistency – SCAG will continue to review and explore these issues and recommendations and ways to implement them
- HCD administrative change: Changes that can be implemented administratively by HCD
- SCAG change: Changes that SCAG can implement administratively
- 7th Cycle RHNA change: Changes that were recommended for consideration and evaluation by the SCAG Regional Council as part of the 7th cycle RHNA

An additional recommendation requests that HCD review housing element law, which SCAG acknowledges is outside the current RHNA reform scope created by AB 101 but is nevertheless critical in supporting local jurisdictions meet their housing need.

Legislative Change

Regional Determination

1. Extend existing need from the regional determination across multiple planning cycles to ensure that the RHNA can be fully accommodated by jurisdictions. Correspondingly, extend the housing element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.
2. Recommend that procedures be established for HCD to publicize its data sources, analyses, and methodology, including assumptions and factors used in DOF projections and engagement process with the COG, prior to finalization of the regional determination to facilitate a transparent process with accessible information prior to finalization from HCD.
3. Establish formal processes to review and document HCD’s considerations as part of its regional determination. HCD should also convene an advisory panel of experts that would advise HCD on their assumptions, data, and analysis prior to HCD making its final determination, which would also minimize politicization of the process.
4. Establish additional due process opportunities for housing need determination with defined grounds on which Councils of Governments and jurisdictions can appeal the methodology and assumptions used for housing need determination.
5. Codify an earlier date, which is currently at least 26 months before a housing element due date, for HCD to provide the regional determination to a COG so that more time is available to coordinate with the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and have potentially additional time for the appeals process.

Other

6. Reinstate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

SCAG and/or HCD Administrative Change

Regional Determination

7. (SCAG) Facilitate conversations with HCD to continue ensuring that the determination process considers all available data at the time, including a review of how remote work affects a region's housing need.
8. (SCAG) Exercise the option of additional time to the appeals process provided that there is sufficient time available, if needed.

Other

9. (SCAG and HCD) Inquire if the State has considered having RHNA allocation be one of the considerations for housing funding opportunities, including but not limited to transit-oriented development that meet both housing and climate change goals.
10. (SCAG) Provide jurisdictions more time between the issuance of RHNA allocation and the statutory deadline for housing element adoption.

7th Cycle RHNA Change

Regional Determination

11. SCAG to facilitate conversations with HCD to ensure that the determination process by HCD considers all available data sources, including a review of how remote work affects a region's housing need.

Methodology

12. (SCAG) Consider different distribution methodologies, assumptions, and factors as part of the 7th cycle RHNA, starting in 2026. These include consideration of a distribution methodology that considers assignment of housing need to individual jurisdictions instead of a single formula, other definitions used for job access, constraints caused by increasing job access, constraints for existing job centers and potential loss of revenue versus the potential housing demands of those that are new, alignment of factor horizon years, the threshold definition and adjustments for disadvantaged communities, factors that further the goal of jobs housing relationship, density, climate change and resiliency, the presence of a universities and community colleges, influence of transit, remote work, and exclusion of housing need assignments to permanent open space and industrial zones.
13. Explore preparing a guidebook to help appellants more easily understand how to file an appeal, what information should be included in an appeal, and three bases on which an appeal can be filed.

Beyond RHNA Reform

14. Request that HCD review housing element law to address challenges to housing building and production, including incentives for specific types of housing typologies.

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
Regional Determination			
1	Decades of existing housing need cannot be addressed in one RHNA cycle and should be spread out over multiple cycles.	<p>The 6th cycle RHNA allocations were much higher than previous cycles and now considers overcrowded households and cost burdened households (and a target vacancy rate for a healthy housing market). SCAG had advocated the RHNA numbers be allocated among multiple cycles earlier in the 6th RHNA cycle process, but HCD was not supportive of this idea. SCAG staff, while acknowledging that housing need is urgent, recommends that existing need from the regional determination be extended across multiple planning cycles to ensure that the RHNA can be fully accommodated by jurisdictions.</p> <p>In addition to amending RHNA reform, SCAG staff recommends extending the housing element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.</p>	<i>Legislative change and additional exploration by SCAG outside of RHNA reform.</i>
2	The regional determination process should be transparent and open to the public.	SCAG staff recommends that procedures be established for HCD to publicize its data sources, analyses, and methodology, including assumptions and factors used in DOF data and assumptions, prior to finalization of the regional determination to facilitate a transparent process with accessible information prior to finalization from HCD.	<i>Legislative change.</i>

	Comment Summary	Staff Response	Recommendation
3	<p>The regional determination should include additional assumptions and factors, such as:</p> <ul style="list-style-type: none"> • Populations in institutions • Market factors • Land available and capacity for development • Prior housing production 	<p>The current determination process excludes populations within institutions, such as dormitories, prisons, and nursing homes because the units housing them are not considering housing units for DOF purposes, nor are they generally considered as units for housing element purposes. SCAG has supported continuing excluding them from the regional determination process but recommends continuing to review which regionally available data best reflects the population which is substitutable with the household population.</p> <p>Land availability and capacity to accommodate housing need were not a factor in the State’s determination of regional housing need, nor did SCAG include land availability in its methodology for allocating RHNA assignments to each jurisdiction. SCAG currently has the authority to revisit its allocation methodology for the 7th cycle and can consider land availability and capacity if desired by the Regional Council.</p> <p>However, SCAG cannot limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions and must consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. While there may be some areas that are not suitable for residential development, it does</p>	<p><i>No change recommended.</i></p>

	Comment Summary	Staff Response	Recommendation
		<p>not preclude a jurisdiction from evaluating areas that are suitable for development and considering planning tools to accommodate housing need such as increased density, affordable housing overlays, and mixed-used zoning.</p> <p>Additionally, housing production is intended to meet existing and projected housing need. If housing production is sufficient in meeting that need, it should be reflected in regional cost-burden and overcrowding rates. For this reason, staff does not recommend HCD including this as a regional determination factor.</p>	
4	<p>The regional determination should have a strong jobs housing relationship. Remote work should be considered as part of the regional determination.</p>	<p>One of the objectives of State housing law is to further the promotion of an improved intraregional relationship between jobs and housing. SCAG is committed to ensuring that the determination process by HCD considers all available data sources, including a review of how remote work affects a region’s housing need. SCAG agrees with this recommendation and will facilitate conversations with HCD to continue furthering this objective.</p>	<p><i>SCAG and HCD administrative change.</i></p>
5	<p>Assumptions and data sources have errors.</p>	<p>There was disagreement from COGs (such as SCAG) on assumptions used by HCD in the 6th cycle RHNA determination. Additionally, a 2022 State audit concluded that HCD’s process lacks sufficient reviews and support and recommended that the Department</p>	<p><i>Legislative change.</i></p>

	Comment Summary	Staff Response	Recommendation
		<p>institute formal processes to review and document its considerations. SCAG staff agrees with this recommendation and recommends that HCD convene an advisory panel of known technical and topic area experts at public agencies and from academia as part of the determination process. The panel could be comprised of representatives from the Census, academia, and another COG and advise HCD on their assumptions, data, and analysis prior to the Department making its final determination. This would support a fair and transparent process when determining regional housing need.</p>	
6	<p>A panel of experts composed of private individuals creates an opportunity to politicize the process.</p>	<p>SCAG staff recommends a panel comprising of representatives of public agencies and academia to minimize the politicization of the regional determination.</p>	<p><i>Legislative change.</i></p>
7	<p>The regional determination should be provided by HCD earlier than what is currently in statute.</p>	<p>Currently State law requires that HCD provide a regional determination to a COG at least 26 months before a housing element due date. For the 6th cycle SCAG staff requested HCD to provide it at an earlier date to have more time to coordinate the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and have potentially additional time to hear RHNA appeals (see comment #21). However, HCD did not fulfill this request and provided the determination in August 2019, exactly 26 months prior to the October 2021 housing element due date. SCAG staff</p>	<p><i>Legislative change.</i></p>

	Comment Summary	Staff Response	Recommendation
		recommends an earlier date be codified to receive a regional determination.	
8	DOF projections should be altered because they are currently based on large economic assumptions, which assume California will continue to account for 1/12 of the national output, and that population and jobs continue to grow.	Statute governs whether HCD should use DOF or SCAG forecasts as one input of many in their determination of housing need for RHNA. DOF produces technically credible projections of future growth, which are based on various demographic and economic factors. However, due to the long-time horizon involved there is an inherent degree of uncertainty in these projections. Growth projections are just one component of the overall determination of housing need and factors like household overcrowding, cost burden, and vacancy rates also play a significant role. Staff recommends that HCD provide greater transparency of assumptions and factors in any DOF data, assumptions, projections, and engagement with the COG and the public, considered as part of the regional determination process.	<i>Legislative change.</i>

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
9	Need to establish additional due process opportunities for COGs and jurisdictions over regional determination numbers if inflated or inaccurate.	Establish additional due process opportunities for housing need determination with defined grounds on which Councils of Governments and jurisdictions can appeal the methodology and assumptions used for housing need determination."	<i>Legislative change.</i>
Methodology			
10	<p>The RHNA methodology should consider factors such as land unavailable for development or available sites.</p> <p>Areas that fall under the California Coastal Commission would violate the Coastal Act and should be taken into consideration when distributing RHNA.</p>	<p>SCAG cannot limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions and must consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. While there may be some areas that are not suitable for residential development, it does not preclude a jurisdiction from evaluating areas that are suitable for development and considering planning tools to accommodate housing need such as increased density, affordable housing overlays, and mixed-used zoning. Additionally, the Coastal Commission has commented that while there are areas that are vulnerable to sea level rise and erosion due to housing density, it does not necessarily preclude increases in housing density in other coastal zone areas. However, SCAG staff recommends consideration of a</p>	<i>No change recommended.</i>

	Comment Summary	Staff Response	Recommendation
		variety of opportunities and constraints as part of the 7 th cycle methodology development, starting in 2026.	
11	<p>The RHNA distribution methodology should not use a formulaic approach and instead should consider jurisdictions individually according to their unique planning factors.</p> <p>Communities should be able to determine how much housing they can accommodate.</p>	<p>One of the primary factors in the 6th cycle methodology was projected household growth, which considered direct input from local jurisdictions. However, as a regional plan, the RHNA allocation requires a level of consideration of cross-jurisdictional issues and distributing housing need on an individual basis may ignore regional housing issues. However, SCAG staff recommends consideration of different distribution methodologies as part of the 7th cycle RHNA, starting in 2026.</p>	<p><i>To explored by SCAG in the 7th RHNA cycle.</i></p>
12	<p>The RHNA allocation should remain more in line with Connect SoCal growth estimates. Consistency between the two plans should be the primary objectives instead of an equally uniform distribution. SCAG should better illustrate the relationship between the two plans. The methodology should completely align with Connect SoCal goals.</p> <p>Factors that conflict with Connect SoCal goals, such as using a car to travel to jobs instead of focusing on multi-modal transportation, should not be part of the RHNA methodology.</p>	<p>The RHNA allocation is a regional plan to allocate HCD’s determination of housing need based on furthering five statutory objectives. The RTP/SCS is a long-range plan that uses a growth projection, various policies and transportation investments to meet a wide range of State, federal, and regional objectives. While there is some overlap, there is difference between the two plan objectives. SCAG is committed to ensuring that the RTP/SCS and RHNA are mutually reinforcing and iterative and to improving communication surrounding their similarities and differences.</p> <p>The 6th cycle RHNA methodology defined job access in its distribution formula as jobs accessible within a 30-minute drive commute</p>	<p><i>No change recommended, but also consider other factors as part of the development of the 7th RHNA cycle.</i></p>

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
		by car. This assumption, along with others, including but not limited to constraints for existing job centers and potential loss of revenue versus the potential housing demands of those that are new, can be revisited as part of the 7th cycle RHNA, starting in 2026.	
13	The RHNA methodology should only consider data until the end of the RHNA planning cycle rather than the longer-term projections of the Connect SoCal plan.	The 6 th cycle methodology-based factors such as projected growth, transit access, and job access based on 2045 data from Connect SoCal rather than the end of the RHNA planning cycle (2029). The reason for this was to better align RHNA with the development pattern of Connect SoCal. The data available for interim years of Connect SoCal, rather than the horizon year (2045), generally go through less rigorous development and public outreach/comment processes. Furthermore, since it is anticipated that housing stock built during the next cycle of RHNA will be in use for several decades, it is meaningful to align it to transportation, job, and other factors associated with the plan’s horizon year. SCAG staff do not recommend changes to this methodology assumption for future RHNA cycles. However, this assumption, along with others such as future transportation projects, will be reviewed and determined as part of the 7 th RHNA cycle starting in 2026.	<i>To explored by SCAG in the 7th RHNA cycle.</i>
14	The adjustments for disadvantaged communities in the distribution formula should be reconsidered. The threshold of whether a jurisdiction was categorized as a	The 6 th cycle methodology used adjusted formulas for jurisdictions designated as disadvantaged. A jurisdiction was considered disadvantaged if 50 percent or more of its	<i>To explored by SCAG in the 7th RHNA cycle.</i>

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
	disadvantaged community should be reconsidered.	population resided in low resource areas. SCAG staff are exploring other ways to increase equity and further AFFH principles in the 7th cycle.	
15	The distribution of RHNA should ensure that higher income jurisdictions receive their fair share of regional need.	The existing RHNA methodology ensures that each jurisdiction must receive a fair share of their regional housing need. This includes a fair share of planning for enough housing for all income levels, and consideration of factors that indicate areas that have high and low concentration of access to opportunity. SCAG will continue to further these goals in future RHNA cycles.	<i>No change needed.</i>
16	There should be a stronger relationship between jobs and housing. Areas that have a high concentration of jobs should receive a higher allocation. Jurisdictions that initiate job growth should accommodate housing growth. The income level of jobs should be a factor.	One of the five objectives of State housing law require that the methodology further an improved relationship between jobs and housing. Job growth and housing development should be closely linked at a regional level, and the RHNA methodology and allocation can help ensure that both are addressed regionally in a coordinated manner. The 6th cycle methodology considered job access as one of the factors for determining a jurisdiction's housing need. SCAG staff recommends that the methodology continue to consider the jobs housing relationship across the region, including looking at more localized job centers and the relationship with jobs, and also evaluate constraints for existing job centers versus those that are new. The exact approach will be decided by the 7th cycle RHNA process.	<i>To explored by SCAG in the 7th RHNA cycle.</i>

	Comment Summary	Staff Response	Recommendation
		<p>During the 6th cycle as a response to numerous public comments and the RHNA subcommittee's request, SCAG developed an innovative approach to allocating housing need based on access to jobs that crossed jurisdictional boundaries. Jurisdictional boundaries are not drawn with the intent of all workers living in the same city or county in which they work, therefore housing need was generally allocated to areas proximate to workplaces and other job-based non-residential places.</p>	
17	<p>The RHNA methodology should consider factors such as density, overcrowding, telework, climate change and resiliency, and the presence of a university and community colleges. The RHNA distribution should also assign no units to areas with permanent open space and industrial zones. More allocation should be assigned to areas with HQTAs and transit.</p>	<p>The 6th cycle RHNA methodology considered a variety of factors as part of the development process. Factors such as density, overcrowding, and the presence of a university were considered but not ultimately included in the adopted methodology. Areas with population within an HQTAs were assigned housing need based on this factor. Remote work was not included as a specific consideration. SCAG staff recommends reconsideration of these factors, and consider others such as climate change and resiliency, permanent open space, industrial zones, and community colleges, as part of the 7th cycle methodology development, starting in 2026.</p>	<p><i>To explored by SCAG in the 7th RHNA cycle.</i></p>
18	<p>Assigning need based on HQTAs disincentivizes jurisdictions from incorporating transit infrastructure since they will get assigned more housing need.</p>	<p>While this is an understandable response, SCAG is committed to integrating land use and sustainable transportation planning and will explore additional ways to accomplish</p>	<p><i>To explored by SCAG in the 7th RHNA cycle</i></p>

	Comment Summary	Staff Response	Recommendation
		this while avoiding creating disincentives to housing and/or transportation.	
19	More time should be made available for jurisdictions to review the methodology.	SCAG is committed to maximizing public participation in the RHNA process, including the development of the methodology. An earlier regional determination from HCD than what is currently in statute would allow for a longer methodology development process. SCAG recommends that the regional determination be provided earlier so that the methodology development process can include more meaningful local engagement and maximizing public participation (see comment #7).	<i>Legislative change to add earlier regional determination from HCD.</i>
20	The preservation of existing units should be considered as a factor in the distribution methodology.	The preservation of existing units is an important way to maintain a level of affordability in some communities. State law allows for jurisdictions to count the preservation of housing at-risk of losing affordability status for up to 25 percent of their RHNA need. However, unit preservation ensures that housing need does not increase since it seeks to prevent displacement of existing households. Because jurisdictions may use the preservation of units as a credit toward meeting housing need, SCAG staff does not recommend adjusting a RHNA allocation based on this factor.	<i>No change recommended.</i>
Appeals			

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
21	The appeal process should not allow for jurisdictions to appeal the allocation of other jurisdictions.	State legislation allows other jurisdictions and HCD to appeal another jurisdiction’s draft RHNA allocation. SCAG recognizes the complexity in handling an appeal of another jurisdiction's allocation as well as the unusual relationship between jurisdictions which may result. However, such a process - which is allowed by state legislation - does provide a measure of due process within the RHNA allocation.	<i>No change recommended.</i>
22	The bases for appeal should not be expanded.	State housing law allows three bases for appeal, which includes the application of the RHNA methodology, change of circumstance, and a specific list of land use factors. The specific list allows the opportunity for the COG to adopt other land use factors during the earlier methodology process. The 6 th cycle RHNA methodology did not include any other factors, but future RHNA methodologies could consider and adopt additional factors that would be included in the bases for appeal.	<i>No change recommended but could be explored as part of the development of the 7th RHNA cycle.</i>
23	More guidance on what should be in an appeal and what is likely a reasonable appeal request should be provided.	For the 7th cycle, SCAG staff will explore preparing a guidebook to help appellants more easily understand how to file an appeal, what information should be included in an appeal, and three bases on which an appeal can be filed.	<i>To explored by SCAG in the 7th RHNA cycle.</i>
24	The appeals process should be meaningful and not be perfunctory.	SCAG staff reviews every filed RHNA appeal diligently and values meaningful stakeholder feedback. SCAG is committed to maintaining transparency and fairness in reviewing the	<i>No change needed.</i>

	Comment Summary	Staff Response	Recommendation
		merits of an appeal and will continue this into future RHNA cycles.	
25	The appeals process needs additional time.	Once SCAG distributes a draft RHNA allocation, the subsequent appeals process, including appeals filings and all public hearings, must conclude within 120 days. While a COG has the option to have an additional 30 days to hold public hearings for appeals, due to the processing of public comments and requirements of noticing public hearings, this option is infeasible to adopt a final RHNA allocation on time. SCAG recommends additional time be added to the appeals process and that the regional determination be provided by HCD sooner so a COG can extend its appeal time, as needed (see comment #7).	<i>SCAG administrative and Legislative change.</i>
26	The RHNA Appeals Board should not have to redistribute back to the region successfully appealed units.	State law requires that successfully appealed units must be reallocated back to the region. The final RHNA allocation for each jurisdiction must total the regional determination provided by HCD. RHNA is a representation of regional housing need and the reduction of housing need in one jurisdiction does not eliminate the overall regional housing need defined by the regional determination. For this reason, SCAG staff does not recommend a change to the process of redistribution of successfully appealed units.	<i>No change recommended.</i>
Other			

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
27	The State should provide funding to jurisdictions to build affordable housing commensurate with RHNA allocation	Staff will inquire if the state has considered having RHNA allocation be one of the considerations for housing funding opportunities, including, but not limited to, transit-oriented development that meet both housing and climate change goals. Linking RHNA allocation to the amount of funding may help jurisdictions meet their RHNA targets.	<i>SCAG and HCD administrative changes.</i>
28	Trade and transfer should be allowed. Jurisdictions with funding and no sites should be able to contribute to affordable housing in jurisdictions that have available land. Trade and transfer should not be allowed.	Until the 6 th RHNA cycle, trade, and transfer of draft RHNA allocation units was a statutorily available option for all jurisdictions to exchange some of their draft RHNA allocation with another jurisdiction. However, no transfers took place during the 4 th and 5 th RHNA cycles. Housing production is the goal of RHNA and including an additional opportunity to expedite or fund production, particularly for affordable housing, would create flexibility in areas that lack funds and resources to do so. Reinstating a trade and transfer option would require a legislative change and would need to further state housing objectives, including affirmatively furthering fair housing (AFFH). In certain cases, such as a transfer of units from a high resource jurisdiction to a lower resource jurisdiction, may run against AFFH principles. SCAG staff recommends that legislation to reinstate this option include limitations how and/or from whom the transfer of draft RHNA allocation units occur. Examples could include limiting a transfer to	<i>Legislative change.</i>

	Comment Summary	Staff Response	Recommendation
		market rate units only or only allowing transfers from communities designated as disadvantaged.	
29	Subregional delegation that allows for two or more geographically contiguous jurisdictions to form a subregion to develop their own methodology is inconsistent with goals of RHNA.	State law allows for two or more geographically contiguous jurisdictions to form a “subregion”. In such cases, SCAG would assign a share of regional housing need to the subregion. The subregion would be required to develop its own methodology, conduct its own appeal process, and have its final allocations collectively meet the determination given by SCAG. SCAG would review the subregion’s methodology provided to ensure it is consistent with SCAG’s regional allocation methodology and must also abide by State law. No jurisdictions elected to undertake subregional delegation for the 6 th cycle despite financial incentives offered by SCAG. To maintain this flexibility and allow jurisdictions to have a more tailored approach, staff recommend maintaining subregional allocation as an option, since SCAG and by extension HCD would still need to ensure that (a) SCAG's methodology for allocating to a subregion and (b) any subregion's allocation to jurisdictions are consistent with the goals of RHNA.	<i>No change recommended.</i>
30	More time is required between issuance of final RHNA allocation and statutory deadline for housing element adoption.	SCAG staff supports providing jurisdictions more time between the issuance of RHNA allocation and the statutory deadline for housing element adoption. To maximize its preparation time, jurisdictions may also begin	<i>SCAG administrative change.</i>

Matrix of Draft RHNA Reform Recommendations (08/31/23)

	Comment Summary	Staff Response	Recommendation
		working on their housing element when they receive their draft allocation.	
31	SCAG should recommend that an audit be performed on SCAG’s 6 th cycle regional determination.	The State audit of HCD’s regional determination process made several findings and provided recommendations for HCD to address them. The audit’s parameters were to review the process for determination and not whether the data and final determinations were accurate. The audit was based on the review of the processes for three different COGs/areas but excluded SCAG from consideration due to an active lawsuit regarding SCAG’s determination. SCAG staff believes that a separate audit for SCAG would produce similar conclusions and does not recommend another audit.	<i>No change recommended.</i>
32	Housing Element law does not fully consider challenges to ultimately produce housing units, especially for affordable housing.	There are numerous challenges that are not addressed in State housing law that ultimately limit the production of affordable housing. Barriers to building, such as the cost of land, materials, and labor are beyond the scope of the planning process. The lack housing supportive infrastructure is also a distinct barrier that makes home building less attractive to developers. Housing production is the goal of housing law, but the law currently does not address these challenges that are faced throughout the SCAG region. The State should also consider incentives for specific type of housing typologies such as missing middle housing.	<i>Appropriate course of action will be further explored.</i> <i>Request that HCD review housing element law to address challenges to housing building and production, including incentives for specific types of housing typologies. SCAG plans to evaluate the challenges of housing element law in producing housing units and possible reform, starting in late 2024.</i>



RHNA REFORM DRAFT RECOMMENDATIONS

September 7, 2023

WWW.SCAG.CA.GOV

RHNA Reform Draft Recommendations

ACTION

Approve the draft staff recommendations on RHNA reform as noted in staff report and authorize the Executive Director to submit a comment letter on behalf of SCAG to the Department of Housing and Community Development (HCD).

Today's Agenda

- RHNA 101
- Background of RHNA Reform
- SCAG RHNA Reform Engagement Process 2022-2023
- Draft Recommendations
- Next steps



RHNA 101

Regional Housing Needs Assessment (RHNA)



State housing law requirement to determine existing and projected housing needs for each jurisdiction

8-year planning period

Not a building quota



SCAG

5th cycle: 2013-2021

6th cycle: 2021-2029

Regional Determination

HCD provides a regional determination in consultation with SCAG and the Department of Finance (DOF)

4th Cycle
regional determination
(2006-2014)

699,368

5th Cycle
regional determination
(2013-2021)

412,137

6th Cycle
regional determination
(2021-2029)

1,341,827



Objectives of RHNA

- 1 To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2 Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns
- 3 Promoting an improved intraregional relationship between jobs and housing
- 4 Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5 Affirmatively furthering fair housing (AFFH)

Attachment: PowerPoint Presentation - RHNA Reform - RHNA Reform (Draft RHNA Reform Recommendations)

Regional Housing Needs Assessment (RHNA)



SCAG: 10.1%
US avg: 3.4%

Regional Determination

5 th cycle calculation	
Existing + Projected households	6,516,345
-Occupied Units (and Tribal HH)	-6,044,940
=Subtotal	468,595
+Vacancy need	13,445
+Replacement need, 0.5%	2,410
-Vacant units	-75,390
=Regional determination	409,060

6 th cycle calculation	
Existing + Projected households	6,801,760
+Vacancy need	178,896
+Overcrowding, 6.7% (new!)	459,917
+Replacement need, 0.5%	34,010
-Occupied Units	-6,250,261
=Subtotal	1,224,352
+Cost burden (new!)	117,505
=Regional determination	1,341,827

Attachment: PowerPoint Presentation - RHNA Reform - RHNA Reform (Draft RHNA Reform Recommendations)

RHNA Methodology: Primary Factors

Based on:



Share of household growth



Job Accessibility

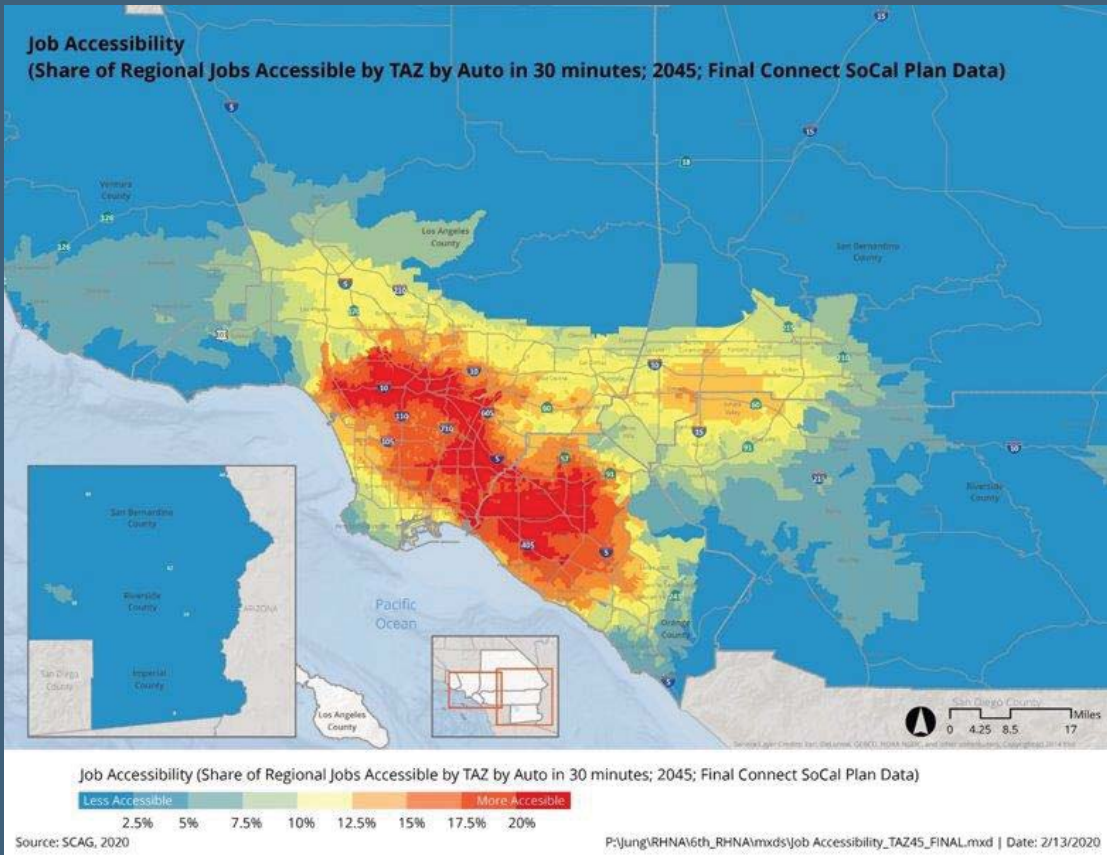


Transit Accessibility



Social Equity Adjustment

- Household income distribution
- Other indicators of resources (environment, education, economy)



RHNA Appeals

A total of
52
 appeals
 were filed on the draft
 RHNA allocation

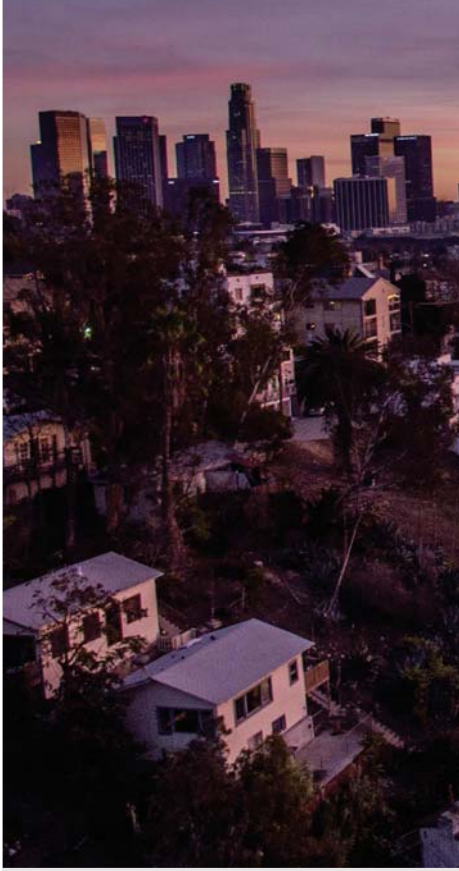
Most appeals requested a **reduction** in their housing need (112,000 units)

4 jurisdictions requested that another jurisdiction be given additional housing need

Common reasons given for appeal:

- We have no more vacant land
- We need to preserve community character
- We need more jobs, not housing

Only
2
 appeals were granted (3,000 units)



Final RHNA Allocation

- Adopted March 2021
- Included redistribution of successfully appealed units
- Housing element deadline October 2021
 - As of mid-August 2023, 110 jurisdictions have an adopted compliant housing element



BACKGROUND OF RHNA REFORM

Background of RHNA Reform

- Issues were raised in 6th RHNA cycle process
 - Calculation of regional determination
 - Factors used to determine housing distribution in the methodology
 - Role of Connect SoCal household projections
 - And more!
- SCAG committed to review these issues and facilitate conversations with HCD to reform RHNA

Background of RHNA Reform

State RHNA Reform

- AB 101 (2019) requires the California Department of Housing and Community Development (HCD) to *“develop a recommended improved RHNA allocation process and methodology that promotes and streamlines housing development and substantially addresses California’s housing shortage”*
- Includes statewide stakeholder participation
- Limited to RHNA (Government Code 65584 through 65584.2)
 - **Does not include zoning or housing element issues**
- HCD must submit a report to the Legislature by December 31, 2023



SCAG RHNA REFORM ENGAGEMENT PROCESS 2022-2023

RHNA Reform Draft Recommendations

SCAG 2022-2023 RHNA Reform Engagement Process

- Initial engagement in 2022 to gather input and feedback on RHNA reform.
- Feedback was reviewed and draft recommendations have been prepared for public input through June 30, 2023



5 public listening sessions
450+ registrants



77
survey responses



23
written comments

- Engagement: Newsletters (SCAG, SCAG Housing, Executive Director), SCAG website, Announcements at meetings (RC, CEHD, Subregional Directors), Targeted Emails

SCAG RHNA Reform Timeline



- Presentation of Draft recommendations to Regional Council for feedback in September 2023.
- The recommendations will inform a comment letter to HCD by early-mid-September



DRAFT RHNA REFORM RECOMMENDATIONS

Comment Review Process & Recommendations



SCAG staff reviewed written and verbal comments
(written comments available online)

Four Themes:

1. Regional Determination
2. Methodology
3. Appeals
4. Other

Draft Recommendations

ACTIONS

- Legislative changes
- SCAG and/or HCD administrative changes
- 7th cycle RHNA recommendations
- No change (No change needed/ No change recommended)



Determination

Methodology

Appeals

Other/
Beyond RHNA
Reform

ACTION

Approve the draft staff recommendations on RHNA reform as noted in staff report and authorize the Executive Director to submit a comment letter on behalf of SCAG to the Department of Housing and Community Development (HCD).

Legislative Change

Determination

[1]

- Extend existing need from the regional determination across multiple planning cycles (cell matrix #1)
- Extend the housing element planning periods over multiple cycles (#1)

[2]

- Recommend that procedures be established for HCD to publicize its data sources, analyses, and methodology (#2, #8)

Legislative Change

- Determination
- [3]
 - Establish formal processes to review HCD's considerations as part of its regional determination (#5, #6)
 - Convene an advisory panel of experts that would advise HCD on their assumptions, data, and analysis (#5, #6)
 - [4]
 - Establish additional due process opportunities for housing need determination with defined grounds on which Councils of Governments and jurisdictions can appeal methodology assumptions (#9)
 - [5]
 - Codify an earlier date, which is currently at least 26 months before a housing element due date, for HCD to provide the regional determination to a COG (#7, #19, #25)

- Other
- [6]
 - Reinstate a trade and transfer option of RHNA that it also furthers state housing objectives, including affirmatively furthering fair housing. (#28)

SCAG and/or HCD Administrative Change

- Determination
- [7]
 - (SCAG) Facilitate conversations ensuring that the determination process considers all available data at the time, including remote work. (#4)
 - [8]
 - (SCAG) Exercise the option of additional time to the appeals process (#25)
- Other
- [9]
 - (SCAG and HCD) Inquire if the State has considered having RHNA allocation be one of the considerations for housing funding opportunities. (#27)
 - [10]
 - (SCAG) Provide jurisdictions more time between the issuance of RHNA allocation and housing element adoption deadline. (#30)

7th Cycle RHNA Change

Determination

[11]

- Ensure that the determination process by HCD considers all available data sources, including remote work. (#4)

Methodology

[12]

- (SCAG) Consider different distribution methodologies, assumptions, and factors as part of the 7th cycle RHNA, starting in 2026. (#11, 12, 13, 14, 16, 17, 18)

7th Cycle RHNA Change

Appeals

[13]

- Explore preparing a guidebook to help appellants . (#23)

Beyond RHNA

Other/
Beyond
RHNA Reform

[14]

- Request that HCD review housing element law to address challenges to housing building and production (#32)

Additional Comments (No Action Needed)

Methodology

The distribution of RHNA should ensure that higher income jurisdictions receive their fair share of regional need (#15)

Appeals

The appeals process should be meaningful and not perfunctory (#24)

Additional Comments (No Action Recommended)

A designation of no change recommended was applied to the following comments:

Determination

The regional determination should include additional assumptions and factors, such as populations in institutions, market factors, land available for capacity for development, and prior housing production. (#3)

Methodology

The RHNA methodology should consider factors such as land unavailable for development or available sites. Areas that fall under the California Coastal Commission would violate the Coastal Act and should be taken into consideration when distributing RHNA. (#10)

No Change (No Action Recommended)

Methodology

The RHNA allocation should remain more in line with Connect SoCal growth estimates. The methodology should completely align with Connect SoCal goals. (#12)

Methodology

The preservation of existing units should be considered as a factor in the distribution methodology (#20)

Additional Comments (No Action Recommended)

Appeals

The appeals process should not allow for jurisdictions to appeal the allocation of other jurisdictions (#21)

Appeals

The basis for appeal should not be expanded (#22)

Appeals

Successfully appealed units should not have to be redistributed back to the region (#26)

Additional Comments (No Action Recommended)

Other

Subregional delegation is inconsistent with the goals of RHNA (#29)

Other

An audit should be performed on SCAG's 6th cycle regional determination (#31)

Next Steps

Early Sep. 2023	Submit comment letter on approved recommendations to HCD
Dec. 31, 2023	Due date for HCD's report to the Legislature on RHNA Reform



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/rhna-reform>



NO. 657
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JULY 6, 2023

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

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

Members Present

Hon. Art Brown, President	<i>Buena Park</i>	District 21
Hon. Supervisor Curt Hagman, 1st Vice President		San Bernardino County
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 Kathryn Barger		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Brian Goodell		OCTA
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. Damon L. Alexander	<i>San Bernardino</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8



Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Rick Denison	<i>Yucca Valley</i>	District 11
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
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. Andrew Sarega	<i>La Mirada</i>	District 31
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. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. 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. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative

Members Not Present

Supervisor Hilda Solis
Hon. Frank Navarro

Members Not Present

Colton

Members Not Present

Los Angeles County
District 6



Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
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. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
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.

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Brown called the meeting to order at 12:01 p.m. and lead the Pledge of Allegiance. He also reminded the members that if a member of this body was attending remotely but not at a noticed location on the agenda, they could observe but not participate in any discussion or voting of this body.

Ruben Duran, Board Counsel, stated that there may have been some members of the Regional Council intending to come to the meeting in person but due to the potential labor union issue or labor strike, some members opted not to attend. He reiterated comments by President Brown and noted that if any members went to another location that was noticed on the agenda with another Regional Council member that it would be acceptable for them to participate in the meeting. He asked members who were participating remotely at a noticed location that SCAG was not aware of to put it on the record for the clerk to note. The following members confirmed they were at noticed locations: Ashleigh Aitken and Tammy Kim (Irvine); Joe Kalmick (Seal Beach); Brian Goodell (Mission Viejo); Liz Becerra (Victorville); Rick Denison (Yucca Valley); Ken Mann (Lancaster); Lauren Kleiman (Newport Beach); and Alan Wapner and Curt Hagman (Ontario).

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.

Ruben Duran, Board Counsel, acknowledged there no written public comments received before or after the deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

In the interest of time, action on Items 1 and 2 were acted upon together. The roll call vote is reflected below.

1. Connect SoCal 2024: Policy Framework
-

There were no public comments speakers for Item No. 1.

Sarah Jepson, Chief Planning Officer, stated she would be providing an update on Connect SoCal and asking for their support to adopt the policy framework. She reported that SCAG would release a draft of Connect SoCal 2024, their updated long range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which covers their whole Southern California region in the fall. She explained this plan represented an update of the Connect SoCal 2020 and reflected a continuous and ongoing process to research, collect data and develop projects and programs to support the region. She further explained that the prior year, the Executive/Administration Committee (EAC) and the Regional Council adopted a policy framework to provide direction to staff on the development of the plan including the major issues they wanted staff to bring forward to them for consideration at each of the policy committees, as well as outline three special subcommittees that met for a limited time. She indicated it culminated in some white papers and a set of recommendations that were presented at the Joint Policy Committee meeting in March earlier in the year. She described that the item before them summarized and confirmed the policy framework for the Connect SoCal 2024 ahead of the release of their draft plan in the fall. She noted that the major elements of the policy framework included the vision and goals, a definition for priority equity communities to meet their federal requirements, and a set of draft regional planning policies. She indicated that all of these items had gone through the policy committees and had been informed by their outreach process. She stated they were requesting the Regional Council adopt the policy framework and with their approval of this policy direction, staff would incorporate the policies into the draft plan that would be released in the fall for further public comment. She thanked all the members who had been involved in their policy conversations over the last year and especially the chairs and vice chairs of the subcommittees and three policy committees.

Immediate Past President Jan Harnik, RCTC, indicated that when they went through the last process for Connect SoCal 2020 there was a lot of input and expression of the need for more input. She stated she believed that there was more input reflected in the document. She stated there were things important to integrate with the framework and noticed they were included.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

2. REAP 2.0 CTC Partnership Program Award List

There were no public comments speakers for Item No. 2.

Darin Chidsey, Chief Operating Officer, reported the application for the full REAP program had been approved. He recognized their leadership and the EAC's direction over a year ago to apply for some

early planning resources to staff up, bring the right team on board, and develop programs so that as soon as SCAG had these approvals, they could get the money out into the region. He explained that before them was one piece of the REAP 2.0 funds which was focused on transportation investments. Specifically, it was split across three different categories: transit ridership, multimodal communities, and shifting travel behavior. He indicated it was an exciting group of 33 transformative planning and implementation projects.

Nolan Borgman, Planning Supervisor, provided an update on the County Transportation Commissions (CTC) partnership program. He explained that the action to approve their recommended project and contingency list continues on a path that they set when the Regional Council approved the REAP 2.0 program development framework in July 2022 and the CTC Partnership Program guidelines in October 2022. He reported that in addition to extensive REAP 2.0 outreach, SCAG also convened a CTC working group, met individually with the CTCs, and visited each county during this process. With respect to the process, he reported their call opened on April 12, closed on May 9, and received 37 excellent proposals that totaled just under \$116 million. He conveyed appreciation to the CTCs for their partnership. He noted that they had 10 total reviewers, and their scoring system was out of 50 points which was designed with input from the state to limit subjectivity, so the scores tended to be consistent. He explained their selection did not just weight scores but also eligibility, the ranking prioritization that CTCs provided, a funding target for each CTC based on county population, and a target that 70% of the funds go to implementation projects, which was also from the REAP guidelines. He noted in total SCAG was recommending to fully fund 27 projects and partially fund six. He indicated the majority of partially unfunded proposals were on a contingency list which would be awarded as funding became available. He clarified that if it needed to be reallocated, they would start with the partially funded projects within that county, then move into the eligible unfunded projects, and then move into other counties to make sure that they get the money spent.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (Alexander) to approve **Item No. 1:** Adopt the updated Policy Framework for Connect SoCal 2024; and **Item No. 2:** 1) Approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and 2) Authorize the SCAG Executive Director or his designee to enter into agreements with the designated County Transportation Commissions under this program and execute all documents incident to the agreements. Motion was SECONDED (Lorimore). The motion passed by the following roll call votes:

AYES: Aitken, Alexander, Allen, Barger, Berra, Boyer, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Finlay, Gabbard, Gazeley, Goodell, Hagman, Harnik, L. Hernandez, Judge, Kalmick, Kelley, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lopez,

Lorimore, Mann, Marquez, Meister, Michael, Nava-Froelich, Ortiz, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saleh, Sandoval, Sarega, Saro, Schwank, Solache, Spiegel, Tye, Wagner, Wapner, and Yokoyama (51)

NOES: McKeon (1)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

3. Approval of Amendment No. 2 to Executive Director’s Employment Agreement and Annual Work Plan
4. Minutes of the Regular Meeting – June 1, 2023
5. Approval for Additional Stipend Payments
6. Contracts \$500,000 or Greater: Contract No. 23-014-C01, Information Technology (IT) – Geospatial Application Development and Support
7. Resolution No. 23-657-1 Authorizing Acceptance of Grant Funds from the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant Program
8. REAP 2.0 Regional Pilot Initiatives Framework
9. AB 825 (Bryan) & AB 645 (Friedman) Follow-up
10. Governor & Legislative Permitting Reform Proposals
11. SCAG Memberships and Sponsorships

Receive and File

12. July 2023 State and Federal Legislative Update
13. REAP 2.0 Program Call for Applications Update

14. RHNA Reform Process Updates
15. REAP 1.0 Biannual Program Update
16. Draft Connect SoCal 2024 Performance Measures
17. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents
18. Climate Action Resolution Quarterly Update
19. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
20. CFO Monthly Report

A MOTION was made (Saleh) that the Regional Council approve Consent Calendar Items 3 through 11 and Receive and File Items 12 through 20. Motion was SECONDED (Yokoyama). The motion passed by the following roll call votes:

AYES: Aitken, Alexander, Allen, Amezcua, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Finlay, Gabbard, Gazeley, Goodell, Hagman, Harnik, L. Hernandez, Judge, Kalmick, Kelley, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lopez, Lorimore, Mann, Marquez, McKeon, Meister, Michael, Nava-Froelich, Ortiz, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saleh, Sandoval, Sarega, Saro, Schwank, Solache, Spiegel, Tye, Wagner, Wapner, and Yokoyama (52)

NOES: None (0)

ABSTAIN: Spiegel on Item 3 (1)

BUSINESS REPORT

Business Representative Lucy Dunn highlighted some of the sections in the business report such as the new Southern California report co-authored by the Los Angeles Area Chamber of Commerce (LA Chamber) and the Inland Empire Economic Center (IEEC). Additionally, she touched on the business community's support of the Governor's infrastructure plan, provided insights on the housing market discussing how lenders were extremely cautious and that all the economic indicators looked like they were going into a bit of recession. Ms. Dunn discussed some of the results of the 2023 BizFed Pulse Poll. She shared the poll found that fees and taxes were number one as the most critical

concern and that although homelessness ranked first in 2022, it had fallen to fourth place in 2023. She also noted that crime climbed to second place which was higher on the concern scale than they had seen in 15 years, followed by inflation, homelessness, energy costs, government regulations, interest rates, energy reliability, etc. Lastly, she stated that insights gleaned from the poll also revealed some red alert shifts in post pandemic transportation, recreation and workplace needs.

PRESIDENT'S REPORT

President Brown provided a recap of the Executive Administration Committee retreat in Buena Park and noted that during the two-day work planning session, they reflected on the past year and discussed strategic planning for the year ahead. He stated that they had a productive and engaging discussion on their priority areas for his work plan, which will be presented to the Regional Council at a future meeting. He reported that SCAG staff were present at the opening of LA Metro's Regional Connector project on June 16. He explained that this important project creates three new subway stations in Downtown Los Angeles, creating more transit access to major job centers, local businesses and cultural destinations to support increased transit ridership in the region. He also reported that SCAG was represented at the National Association of Regional Councils conference this year which took place in Detroit early last month. He noted that Regional Council member Alan Wapner moderated a panel on street safety and SCAG Planning Director Sarah Jepson spoke about equity in planning. He emphasized that this event was important for SCAG because it allows for an exchange of ideas and best practices with other metropolitan planning organizations across the nation. He also reported that he attended a *Go Human* demonstration, showcasing a pop-up parklet, bike lane, artistic crosswalk and curb extension at the Buena Park Food Truck Festival on June 23. He indicated that this demonstration showed specific ways to improve bike and pedestrian safety. Lastly, he reported that there would be no meeting of the Regional Council in August and that the next meeting was scheduled for Thursday, September 7, 2023, at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, reported he had joined Vice Mayor and Second Vice President Cindy Allen at an event that was scheduled by the administration to announce a total of \$1.5 billion in awards to the region from the state. He also reported the state formally announced the award of \$246 million to the region for REAP 2.0. He briefly touched upon approval of the REAP 2.0 application and the multiple calls for projects. He indicated that the CTC partnership item that they had approved earlier was the first of these allocations. He also provided an update on REAP 1.0, the one-time \$47 million that had been allocated a couple of years ago and indicated that more than 100 projects were funded under this program which focused on planning and helping jurisdictions in the sixth cycle RHNA goals. He also reported that in June the Regional Council adopted the Connect SoCal Amendment #3 and the 2023 Federal Transportation Improvement Program Consistency Amendment and since then SCAG had received an accelerated federal final approval of

conformity determination which allows for \$26 billion of transportation projects to move forward. He also provided an update on RHNA Reform and reported that the Department of Housing and Community Development (HCD) was required by state law to submit a final report to the State Legislature by December 31. He informed the members that staff would present the draft recommendations at a special meeting of the CEHD Committee on August 16. He also reported that the California Public Utilities Commission (CPUC) approved SCAG's \$1 million Local Agency Technical Assistance grant program and explained that this funding would enable SCAG to help advance broadband projects in underserved areas and that they would collaborate with local jurisdictions that lacked resources to engage consultants or manage the project themselves. Lastly, he reported that Regional Council approved the Regional Advanced Mitigation Planning Policy Framework earlier this year. He reminded the members that the framework directed SCAG to convene the SoCal Greenprint Technical Advisory Committee (TAC), which would advise staff on development of the Greenprint tool and ensure it is aligned with the approved policy framework. He noted the first meeting would take place on July 26 and would be open to the public. He informed the member that the TAC would present their recommendations to the Energy and Environment Committee in October and Regional Council in November.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Deborah Robertson, Rialto, District 8, introduced two environmental interns who had completed their first year of college: Owen Knapper from Rialto Unified School District and Genesis Ibrahim-Balogun from Fontana Unified School District.

Board Counsel Duran introduced four summer associates hired by Best, Best & Krieger who were present observing the Regional Council meeting: Sam Johnson, second year law student at Southwestern Law School in downtown Los Angeles, Marisa Galvez, second year law student at USC Gould School of Law, Cara Vincent Williams, second year law student Chapman University Law School, and Kate Peters, second year law student at UC Irvine Law School.

Regional Council Member Karen Spiegel, Riverside County, thanked Lucy Dunn for her written report. She also noted that the EAC retreat was scheduled on the same night as the Western Riverside Council of Government meeting and asked that they plan around this in the future.

President Brown announced the City of Buena Park approved the development 1,300 units which was a mix of townhomes and apartment houses. He indicated that they had a public hearing where two thirds of people were against it, but the city council voted five to zero to approve the housing.



Regional Council Member Jose Luis Solache, Lynwood, District 26, asked if there was any thought to go dark in July and instead of August.

Mrs. Chidsey indicated that traditionally a lot of councils go dark in August, so they were trying to match up with those schedules.

Regional Council Member Robertson suggested doing a survey to see which cities were dark in August or July. President Brown acknowledged the request.

ADJOURNMENT

There being no further business, President Brown adjourned the Regional Council meeting at 12:57 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
September 7, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contract Amendment Exceeding \$150,000: Contract No. 18-011A-C01,
Federal Transportation Improvement Program (FTIP) Online

RECOMMENDED ACTION:

Approve Amendment No. 9 to Contract No. 18-011A-C01, EcoInteractive, LLC for FTIP Application System, in an amount not to exceed \$115,525, increasing the contract value from \$1,379,204 to \$1,494,729 and extending the Term from 9/11/23 to 3/11/24, to enable the consultant to continue to provide a software solution that will serve the County Transportation Commissions (CTC's) and SCAG's FTIP staff for the purpose of maintaining, updating, adding, and amending new projects in the FTIP database. 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 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The FTIP is a federally mandated four-year program of all transportation projects that will receive federal funding or are subject to federal requirements. SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and various federal funding agencies, such as, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). The consultant shall continue to provide a hosted software solution that will serve the CTC's and SCAG's FTIP staff for the purpose of maintaining, updating, adding, and amending new projects in the FTIP database for an additional six (6) months to all staff time to conduct a procurement to recompute the services under contract.

This amendment when combined with a previous amendment exceeds the \$150,000. Therefore, in accordance with the Regional Council Policy Manual (current version), it requires the Regional Council's approval.



BACKGROUND:

Staff recommends executing the following amendment exceeding \$150,000 when combined with a previous amendment:

<u>Consultant/Contract #</u>	<u>Amendment Purpose</u>	<u>Amendment Amount</u>
EcolInteractive, LLC (18-011A-C01)	Increase funding to ensure that FTIP projects continue to move forward with implementation and obligation of state and federal funding for six-month term extension in order to allow time for SCAG to conduct a new procurement.	\$115,525

FISCAL IMPACT:

Funding of \$115,525 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 030-0146B.02.

ATTACHMENT(S):

1. Contract Summary 18-011A-C01 Amendment No. 9
2. Contract Summary 18-011A-C01 Amendment No. 9 COI

CONSULTANT CONTRACT NO. 18-011A-C01 AMENDMENT NO. 9

Consultant: EcoInteractive, LLC

Background & Scope of Work: On September 11, 2018, SCAG awarded Contract 18-011-C01 to EcoInteractive, LLC to provide a software solution that will serve the County Transportation Commissions (CTC’s) and SCAG’s Federal Transportation Improvement Program (FTIP) staff for the purpose of maintaining projects in the FTIP database.

The prior Amendment No. 4 served to comply with the new federal and state reporting requirements by adding Performance Measures Data for transportation projects to SCAG’s FTIP Application System that submitted a related report to Caltrans.

Amendment No. 9 will extend the contract for six (6) months, from 09/11/23 to 03/11/24, and allow staff time to conduct a new procurement to recomplete the services under contract . Amendment No. 9 also increases the contract value from 1,379,204 to \$1,494,729.

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

- Cloud Based Solutions (applications, services or resources made available to users on demand via the Internet from a network of server providers) and Cross Browser compatible (compatible with multiple software applications) Solution;
- Increased ease of use of database for SCAG’s FTIP Staff and CTC’s;
- The ability to directly upload approved projects to Caltrans database; and
- Better performance and maintainability.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 4 and 7: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration and Secure funding to support agency priorities to effectively and efficiently deliver work products.

Amendment Amount:	Amendment 9	\$115,525
	Amendment 8 (administrative - no change to contract’s value)	\$0
	Amendment 7 (administrative - no change to contract’s value)	\$0
	Amendment 6 (administrative - no change to contract’s value)	\$0
	Amendment 5 (administrative - no change to contract’s value)	\$0
	Amendment 4	\$55,100
	Amendment 3 (administrative - no change to contract’s value)	\$0
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$1,324,104</u>
	Total contract value is not to exceed	\$1,494,729

This amendment when combined with a previous amendment exceeds \$150,000. Therefore, in accordance with the Regional Council Policy Manual (current version), it requires the Regional Council’s approval.

Attachment: Contract Summary 18-011A-C01 Amendment No. 9 (Contract Amendment Exceeding \$150,000: Contract No. 18-011A-C01, Federal

Contract Period: September 11, 2018 through March 11, 2024

Project Number: 030-0146B.02 \$115,525

Funding source: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303)

Funding of \$115,525 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 030-0146B.02.

Basis for the Amendment:

The FTIP is a fluid document that is amended on a monthly basis. If the contract ends on September 11, 2023, without extending the contract for at least six (6) months, staff may not be able to continue amending the 2023 FTIP and/or develop the 2025 FTIP due to SCAG by the County Transportation Commissions in January 2024. Without a consultant supported FTIP database, the SCAG region will not be able to develop the 2025 FTIP and jeopardize up to \$35 billion in funding. to ensure that the projects in the FTIP continue to move forward with implementation and obligation of state and federal funding, staff is seeking to extend the contract for six (6) months to allow staff to conduct a new procurement to recomplete the services under contract.

**Conflict Of Interest (COI) Form - Attachment
For September 7, 2023 Regional Council Approval**

Approve Amendment No. 9 to Contract No. 18-011A-C01, EcoInteractive, LLC for FTIP Application System, in an amount not to exceed \$115,525, increasing the contract value from \$1,379,204 to \$1,494,729, and extending the Term from 9/11/23 to 3/11/24, to enable the consultant to continue to provide a software solution that will serve the County Transportation Commissions (CTC's) and SCAG's FTIP staff for the purpose of maintaining, updating, adding, and amending new projects in the FTIP database. 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)?
EcoInteractive, LLC (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

Contract No.

18-011A-C01

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: EcoInteractive
Name of Preparer: Jessie Yu
Project Title: SCAG FTIP Database
Date Submitted: 8/28/2023

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:

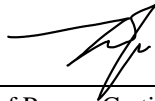
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) Jessie Yu, hereby declare that I am the (position or title) CEO of (firm name) EcoInteractive, 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 _____ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

8/28/2023

Date

NOTICE

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



AGENDA ITEM 4
REPORT

Southern California Association of Governments
September 7, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: Contracts \$500,000 or Greater: Contract No. 24-018-C01, Microsoft
Enterprise License Agreement (ELA)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 24-018-C01 in an amount not to exceed \$910,000, with Insight Public Sector, to provide SCAG a Microsoft Enterprise License Agreement. 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:

SCAG's Microsoft Enterprise License Agreement (ELA) consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity and project planning applications including Microsoft Word, Excel, Outlook and OneDrive. It also provides continued access to communication tools such as Exchange and Microsoft Teams, which is now utilized as our main form of communication for all staff workstations and small conference rooms. These core Microsoft products are necessary to efficiently provide services to staff, partners and stakeholders alike. This contract will cover existing licenses and services provided by Microsoft and provide a contracting mechanism for any future Microsoft licensing needs.

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Insight Public Sector, Inc. 24-018-C01	Provide staff with an up-to-date Microsoft collaboration and communication tools such as Microsoft	\$910,000

Teams and OneDrive. Ensure staff have access to cloud-based productivity applications and provide advanced security and compliance capabilities.

FISCAL IMPACT:

Funding of \$303,000 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 24-018-C01
2. Contract Summary 24-018-C01 COI

CONSULTANT CONTRACT NO. 24-018-C01

Recommended Consultant:	Insight Public Sector
Background & Scope of Work:	SCAG’s Microsoft Enterprise License Agreement (ELA) consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity and project planning applications including Microsoft Word, Excel, Outlook and OneDrive. It also provides continued access to communication tools such as Exchange and Microsoft Teams, which is now utilized as our main form of communication for all staff workstations and small conference rooms. These core Microsoft products are necessary to efficiently provide services to staff, partners and stakeholders alike. This contract will cover existing licenses and services provided by Microsoft and provide a contracting mechanism for any future Microsoft licensing needs.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Providing volume license discounting through the ELA;• Providing staff with access to communication and conferencing capabilities with Microsoft Teams, and;• Ensuring staff have access to cloud-based productivity applications such as Microsoft Office and OneDrive.
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies
Contract Amount:	Total not to exceed \$910,000
Contract Period:	Notice to Proceed through September, 30, 2026
Project Number(s):	811-1163.08 \$910,000 Funding source: Indirect Cost Funding of \$303,000 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budget, subject to budget availability.
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 held by the County of Riverside with Microsoft (MSA #8084445) that was a result of a competitive bidding process (#RIVCO-2020-RFQ-0000048). This agreement allows

the County of Riverside, and local agencies to leverage locked in discounted pricing for the length of the contract.

It is of critical importance to SCAG operations that this agreement is approved. SCAG utilizes Microsoft software on a daily basis for Information Technology (IT) infrastructure (servers and desktops), Customer Relationship Management (CRM) system, phone and web meeting systems, data analysis and custom applications that serve our members such as Regional Transportation Plan/Sustainable Community Strategies (ConnectSocial) development and public comments, InterGovernmental Review system (IGR), Finance Division systems, and SCAG employee Intranet portal SCAGHub.

**Conflict of Interest (COI) Form - Attachment
For September 7, 2023 Regional Council Approval**

Approve Contract No. 24-018-C01 in an amount not to exceed \$910,000 with Insight Public Sector, to provide SCAG a Microsoft Enterprise License Agreement. 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)?
Insight Public Sector	No.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 24-018-C01

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Insight Public Sector, Inc.
Name of Preparer: Michael Mendoza
Project Title: Proposal
Date Submitted: 08/14/2023

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) Lisanne Steinheiser, hereby declare that I am the (position or title) Global Compliance Officer of (firm name) Insight Public Sector, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 08/14/2023 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.

Lisanne Steinheiser

08/14/2023

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
September 7, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jeffery Elder, Acting Chief Counsel
(213) 630-1478, elder@scag.ca.gov

Subject: Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council adopt Resolution No. 23-658-1 approving the SCAG 2023 Title VI Program.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 23-658-1 approving the SCAG 2023 Title VI Program.

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:

Title VI of the Civil Rights Act prohibits recipients of Federal financial assistance from discriminating on the basis of race, color or national origin in their programs or activities. SCAG is required to demonstrate its compliance with the Department of Transportation (DOT)'s Title VI requirements. Specifically, as a direct recipient of Federal Transit Administration (FTA) funds, SCAG must submit a Title VI compliance report, known as its "Title VI Program," to FTA every three (3) years.

SCAG's current Title VI Program expires November 30, 2023, and an updated program must be submitted to FTA in early October. SCAG has developed its 2023 Title VI program to comply with Title VI and the following implementing regulations: DOT's Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (49 CFR Part 21), FTA's Title VI Requirements and Guidelines for FTA Recipients (FTA Circular 4702.1B), and FHWA's Title VI Program and Related Statutes (23 CFR Part 200). The Title VI Program also complies with Executive Orders regarding environmental justice and Limited English Proficiency.

This report outlines the requirements of the 2023 Title VI Program and summarizes key components. Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 23-658-1 approving the SCAG 2023 Title VI Program.

BACKGROUND:

Throughout its history, SCAG's policy has been to not discriminate against any person with respect to a SCAG program or service. This commitment is incorporated into all of SCAG's operations and activities. SCAG actively provides information regarding its Title VI obligations to the public using a variety of methods. For example, SCAG's Title VI Program, Public Notice, and Complaint Procedures and its Language Assistance Program are available on SCAG's website at: <https://scag.ca.gov/title-vi>. Title VI clauses are included in all SCAG contracts and bid advertisements, and SCAG annually certifies its adherence to Title VI. Finally, SCAG integrates Title VI components in all public outreach efforts by seeking to engage all segments of the population in the transportation planning process.

As a recipient of FTA funds, SCAG is required to submit a Title VI compliance report, also known as its "Title VI Program," to FTA every three years, demonstrating its compliance with DOT's Title VI requirements. SCAG's current Title VI Program which was approved by FTA in October 2020, will expire November 30, 2023. An update to SCAG's Title VI Program must be submitted to FTA by early October 2023. SCAG has updated the agency's Title VI Program by preparing the attached 2023 Title VI Program which was updated to ensure compliance with Title VI and the following implementing regulations: US DOT's Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (49 CFR Part 21), FTA's Title VI Requirements and Guidelines for FTA Recipients (FTA Circular 4702.1B), and FHWA's Title VI Program and Related Statutes (23 CFR Part 200). The Title VI Program also complies with Executive Orders regarding environmental justice (EJ) and Limited English Proficiency (LEP).

The 2023 Title VI Program reflects SCAG's commitment to comply with Title VI and to ensure that no person shall, on the basis of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by SCAG.

Components of SCAG's 2023 Title VI Program

On October 1, 2012, FTA published Circular FTA C 4702.1B (Circular) to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in DOT's Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (70 FR 74087, December 14, 2005). The Circular lists the information that must be included in the Title VI Program.

SCAG's 2023 Title VI Program includes the following required information:

1. Provide Title VI Assurances
2. Prepare and Submit a Title VI Program
3. Notify Beneficiaries of Protection Under Title VI
4. Develop Title VI Complaint Procedures and Complaint Form
5. Record and Report Transit-Related Title VI Investigations, Complaints or Lawsuits
6. Promoting Inclusive Public Participation
7. Provide Meaningful Access to LEP Persons
8. Minority Representation on Planning and Advisory Boards
9. Providing Assistance to Subrecipients
10. Monitoring Subrecipients
11. Determination of Site or Location of Facilities
12. Metropolitan Planning Activities Comply with Title VI
13. Demographic Profile of the Metropolitan Area
14. Procedures by which Mobility Needs of Minority Populations are Identified and Considered within the Planning Process
15. Demographic Maps Showing Impacts of Distribution of State and Federal funds in the Aggregate of the Metropolitan Area
16. Analysis of Transportation System Investment that Identifies and Addresses any Disparate Impacts
17. Procedures Used to Ensure Non-Discriminatory Pass-Through of FTA Financial Assistance
18. Procedures Used to Provide Assistance to Potential Subrecipients in a Non-Discriminatory Manner

SCAG's compliance with each requirement identified above is outlined in detail within the Title VI Program. In compliance with the requirements to Develop Title VI Complaint Procedures and Complaint Form and to Provide Meaningful Access to LEP Persons, SCAG is working with a consultant to add additional Safe Harbor language to the Title VI Notice and Complaint Procedures directing to available translation resources in additional languages. This language will be added to the Title VI Program prior to submitting the Title VI Program to FTA.

Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 23-658-1 approving the SCAG 2023 Title VI Program.



FISCAL IMPACT:

There is no direct fiscal impact of the recommended action.

ATTACHMENT(S):

1. Resolution No. 23-658-1 Title VI
2. SCAG 2023 Title VI Program



RESOLUTION NO. 23-658-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE SCAG 2023 TITLE VI PROGRAM

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

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COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

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

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," prohibits recipients of Federal financial assistance from discrimination on the basis of race, color or national origin in their programs or activities;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) published Circular 4702.1B to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21);

WHEREAS, as a direct recipient of funds from the FTA and Federal Highway Administration (FHWA), SCAG is subject to Title VI and is required to submit a Title VI compliance report, or "Title VI Program" to FTA every three years;

WHEREAS, SCAG has developed its 2023 Title VI Program to comply with Title VI and the following implementing regulations: DOT's Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (49 CFR Part 21), FTA's Title VI Requirements and Guidelines for FTA Recipients (FTA Circular 4702.1B), FHWA's Title VI Program and Related Statutes (23 CFR Part 200), and Executive Orders regarding environmental justice and Limited English Proficiency; and

WHEREAS, included as part of the SCAG 2023 Title VI Program is its Language Assistance Plan for Limited English Proficient Populations.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments that it approves the SCAG 2023 Title VI Program.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of September, 2023.

Attachment: Resolution No. 23-658-1 Title VI (Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program)

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Acting Chief Counsel



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TITLE VI PROGRAM

SEPTEMBER 2023

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I. INTRODUCTION

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as “Title VI,” is a federal statute that prohibits recipients of Federal financial assistance from discriminating on the basis of race, color or national origin in their programs or activities, and it obligates Federal funding agencies to enforce compliance. The Civil Rights Restoration Act of 1987 extended Title VI’s applicability to all programs sponsored by federally-aided agencies, regardless of the program’s specific funding source.

As a direct recipient of funds from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), the Southern California Association of Governments (SCAG) is accountable for compliance with both Title VI and the following implementing regulations: US DOT’s Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (49 CFR Part 21), FTA’s Title VI Requirements and Guidelines for FTA Recipients (FTA Circular 4702.1B), and FHWA’s Title VI Program and Related Statutes (23 CFR Part 200). These regulations have expanded the original Title VI protections to incorporate subsequent related statutes, including protections against discrimination based on gender, age, and disability, and federal policies regarding environmental justice (EJ) and Limited-English Proficiency (LEP).

This Title VI Program reflects SCAG’s commitment to comply with Title VI and to ensure that no person shall, on the basis of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by SCAG. SCAG policies, procedures, and programs are consistent with federal and state laws, executive orders, and regulations, including Title VI and Executive Orders 12898, 13166, and 14096, and reflect the principles of EJ.

The concept of EJ emerged from the Title VI regulations and is expressed through FTA Circular 4703.1 principles: (1) mitigating disproportionately high and adverse health or environmental effects on minority or low-income populations; (2) ensuring that all affected communities have the ability to participate fully in transportation decision making processes; and (3) preventing the denial, reduction or delay of receiving benefits by minority and low income populations. Executive Order 14096 provided a new definition for EJ, meaning “the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence.” SCAG adheres to all directives on EJ with respect to its regional planning work, and as further described in this report, has an EJ program based on two main elements: public outreach and technical analysis. Finally, Executive Order 13166 requires agencies to identify and develop services to provide those with LEP access to federally conducted and funded programs. SCAG serves one of the most diverse regions in the United States and is committed to providing meaningful and substantive opportunities for input and participation in its regional planning activities. The policies and plans that guide SCAG’s decision-making impact the quality of life for all individuals who live, work and play in the region. Therefore, in accordance with federal law, and in keeping with SCAG’s policy to enhance access and opportunities for input for all interested parties, this plan includes a Language Assistance Plan (LAP) for LEP populations to address the needs of LEP populations in the six-county region.

SCAG is required to submit a Title VI compliance report to FTA every three years. SCAG last submitted a Title VI compliance report in 2020. This 2023 Title VI Program reflects SCAG’s latest efforts regarding Title VI compliance

and reflects the commitment by SCAG to comply with Title VI and to ensure that no person is excluded from participation or denied the benefits of its services on the basis of race, color, national origin, sex, age or disability, as protected by Title VI and the implementing regulations listed above.

Title VI Coordinator Contact information:

Chief Legal Counsel/ Legal Department Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

II. BACKGROUND INFORMATION ABOUT SCAG

SCAG was founded in 1965 as a voluntary association of cities and counties for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura counties. Established as a Joint Powers Authority under California state law, its joint powers agreement states that SCAG’s purpose is “to provide a forum for discussion and study of regional problems of mutual interest and concern to the counties and cities, and to facilitate the development of recommendations for the solution of such problems.” Under state law, SCAG also acts as the Council of Governments for the region. Finally, under federal law, SCAG has been designated as the MPO for the region, and in fact, is the largest MPO in the nation.

The Regional Council is SCAG’s main governing body. The Regional Council is comprised of 86 individuals representing 191 cities, six counties, five County Transportation Commissions, one representative from the Transportation Corridor Agencies, one public transit representative, one Tribal Government representative, one representative for the air districts within Southern California and one non-voting, ex-officio representative of the private sector. Except for the private sector representative, all serve as elected officials from within the six-county region. All policymaking, the annual Overall Work Program, project budgets, and all material financial matters are discussed and acted upon through the Regional Council.

SCAG, as the MPO for the region, is charged with developing long-range regional transportation plans which include a sustainable communities strategy and growth forecast components; regional transportation improvement programs; regional housing needs allocations; and a portion of the South Coast Air Quality Management District’s Air Quality management plans.

SCAG’s Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS) is the agency’s long-range (20+ years) visioning plan and is updated every four years. The RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals. It embodies a collective vision for the region’s future and is developed with input from the public, local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the six-county region, as well as other state and federal agencies.

SCAG’s 2020 RTP/SCS (also referred to as “Connect SoCal” or the “Plan” herein) is the agency’s current long-range regional transportation plan and was adopted by the Regional Council in September 2020. It serves as the culmination of a multi-year effort that involved stakeholders from across the region and represents the most comprehensive long-term vision for the future of the region’s transportation system while supporting the State’s greenhouse gas reduction targets. In addition to putting forth bold transportation initiatives, including an unprecedented level of emphasis on system preservation, Connect SoCal evaluated and presented some of the most innovative strategies to meet funding challenges in the near-term as well as the long-term. New and

expanded focus areas found in Connect SoCal included innovations in transportation technology, public health, conservation of natural and farm lands and a robust EJ analysis. Connect SoCal was amended on November 4, 2021, and October 6, 2022. These amendments allowed for project sponsors to update regionally significant transportation projects in the Connect SoCal Project List and identified new project priorities and projects that are no longer priorities. SCAG is currently preparing a third amendment to Connect SoCal for approval later this year.

SCAG is currently developing its 2024 RTP/SCS ("Connect SoCal 2024"). SCAG anticipates releasing a draft of Connect SoCal 2024 in Fall 2023 and seeking adoption of the final Connect SoCal 2024 in April 2024. Connect SoCal 2024 will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen the Plan. Connect SoCal 2024 will incorporate analysis based on trends disrupted by the COVID-19 pandemic, such as increased work-from-home rates. Additionally, based on policy direction from the Regional Council, Connect SoCal 2024 will have an increased emphasis on both equity and resilience.

III. EQUITY AND SOCIAL JUSTICE

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to meaningfully advance justice, equity, diversity, and inclusion, and declaring its intent to end racial and social disparities internal to the agency, strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve the region's communities of color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing social justice throughout the agency's activities and advise the Regional Council on policies and practices to advance its resolved intentions. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan.

On May 6, 2021, SCAG's Regional Council adopted the Racial Equity Early Action Plan (EAP), which will guide and sustain SCAG's regional leadership in service of equity and social justice over the years to come. The EAP provides a definition of equity and establishes goals, strategies, and a set of "early actions" to advance racial equity through SCAG's policies, practices and activities.

At the federal level, Executive Order 13985 and the subsequent Executive Order 14091 direct federal agencies to make policy changes to strengthen the federal government's ability to address the barriers that underserved communities continue to face, including the creation of Equity Action Plans with annual progress reports. USDOT's Equity Action Plan includes key performance indicator for MPOs to adopt a quantitative equity screening component for Statewide Transportation Improvement Program and Transportation Improvement Program development processes to incorporate community vision and need in project selection and design.

Additionally, Executive Order 14008 among several other steps to address the climate crisis, created a government wide Justice40 Initiative with the goal of delivering 40% of the overall benefits of relevant federal investments to disadvantaged communities and reestablished the White House EJ Interagency Council and White House EJ Advisory Council, who recommended changes to Executive Order 12898, some of which were incorporated in Executive Order 14096, discussed above.

a) Defining Racial Equity

Executive Order 14091 provides a definition for "equity" that includes individuals who belong to "underserved communities" that have been "denied consistent and systemic fair, just, and impartial

treatment, including Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.” For purposes of this Title VI Policy, SCAG shall define “underserved Communities” to mean Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; LGBTQ+; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. When providing required information regarding minority populations, SCAG uses the term underserved communities to discuss how it meets its obligations to minority populations and the additional groups included in the definition.

The Special Committee on Equity and Social Justice, SCAG staff, and stakeholder groups developed a working definition of racial equity to guide work moving forward. This definition forms the foundation of the EAP. The goal is to lead with racial equity as a focal point in addressing the pervasive and deep inequities faced by peoples of color and support the overarching goal of the creation of a just and equitable society.

“As central to SCAG’s work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.”

SCAG acknowledges that federal guidance refers to racial and ethnic “minority” persons or communities, which no longer describes the demographic make-up of the SCAG region. In most of SCAG’s work, the term “people of color” is used to describe people who identify as non-white and/or Hispanic/Latino who are impacted by the effects of racism.

b) EAP

The EAP provides a framework for internal and external focused actions. It is a critical step in ensuring that SCAG’s equity-related work continues to advance and that it endures for years to come. The EAP is an iterative process, with opportunities to identify new actions and commitments going forward to ultimately improve regional conditions, through SCAG’s policies and programs and in partnership with other agencies and institutions, across sectors, putting community in the center of efforts. The framework of the EAP was informed by Equity in the Center’s publication, *Awake to Woke to Work: Building a Race Equity Culture*, which provides insights, tactics, and best practices to shift organizational culture and operationalize equity, and by consultation with Mr. Charles Brown of Equitable Cities.

c) Baseline Conditions

During the development of the EAP, SCAG recognized a need to acquire a better understanding of the agency and the region’s existing conditions. SCAG staff developed a preliminary baseline assessment of racial equity in Southern California to inform future planning efforts. In March 2021, SCAG released the first Racial Equity Baseline Conditions Report to help stakeholders develop a deeper understanding of disparities and monitor progress toward addressing them by highlighting past transportation and housing policies and practices and providing a snapshot of current existing inequitable conditions. SCAG published the second version and latest update of the report in November 2022. The Connect SoCal 2024 Equity Analysis will include updates to all measures included in these baseline assessments.

In addition to the adoption of the EAP, in May 2021, SCAG’s General Assembly amended the SCAG Bylaws to allow the six County Regional Council representatives to each appoint one local elected representative from SCAG members with a “Community of Concern” to serve on a policy committee. The term “Community of Concern” is defined as Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of people of color and low-income households. The purpose of this amendment was to further and build on the Regional Council’s articulated commitment to inclusion and diversity at SCAG. The amendment provided structural governance opportunities to increase the representation of people of color and low-income communities in regional policy conversations and made “the table” bigger by adding voices reflective of the region’s diverse residents.

Recognizing the significance of racial equity, as part of the development of Connect SoCal 2024, a special Regional Council subcommittee was created around Racial Equity and Regional Planning (RERP). The goals of the RERP Subcommittee were to identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and to guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in the SCAG region. The RERP Subcommittee met four times between September 2022 and January 2023 to identify recommendations that will inform how racial equity will be addressed in Connect SoCal 2024. The RERP Subcommittee prepared a whitepaper with recommendations to inform the on-going development and policy discussions related to Connect SoCal 2024.

IV. COMPLIANCE WITH TITLE VI GENERAL REQUIREMENTS AND GUIDELINES

On October 1, 2012, FTA published Circular FTA C 4702.1B (Circular) to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in DOT’s Policy Guidance Concerning Recipients’ Responsibilities to LEP Persons (70 FR 74087, December 14, 2005). The following summarizes SCAG’s compliance with the General Requirements in Chapter III of the Circular that all FTA recipients must follow to ensure that their programs, policies, and activities comply with DOT’s Title VI regulations.

a) Requirement to Provide Title VI Assurances

In compliance with 49 CFR Section 21.7(a), SCAG submits its Title VI Assurances as part of its annual Certifications and Assurances submission to DOT, FHWA and FTA. SCAG collects Title VI Assurances from subrecipients prior to passing through FTA funds. The federal fiscal year 2023 FTA Certifications and Assurances for SCAG were electronically pinned in TrAMS on March 16, 2023, by SCAG’s Chief Financial Officer, Cindy Giraldo.

b) Requirement to Prepare and Submit a Title VI Program

In compliance with 49 CFR Section 21.9(b), SCAG updates and submits its Title VI Program to its FTA (Region 9) regional civil rights officer every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to the State of California Department of Transportations (Caltrans) in order to assist the State in its compliance efforts. SCAG’s current Title VI Program was submitted to FTA in November 2020. FTA provided its concurrence letter to the agency in April 2022 and noted that SCAG’s current 2020 Title VI Program will expire on November 30, 2023.

c) Requirement to Notify Beneficiaries of Protection Under Title VI

In compliance with 49 CFR Section 21.9(d), SCAG actively provides information to the public regarding its Title VI obligations and appries members of the public of the protections against discrimination afforded to them by Title VI. SCAG uses a variety of methods to convey this information, including but not limited to having its Title VI Program, LAP, and Title VI complaint procedure available on the SCAG website and provided to staff, citizens, consultants and subrecipients. Notice of SCAG's non-discrimination policy is included in all SCAG contracts and bid advertisements.

SCAG's Title VI Notice to the Public (Notice) is included in **Appendix B**. This Notice is available on the SCAG website at <https://scag.ca.gov/title-vi-civil-rights-act-1964>, and posted in SCAG's main office as well as its regional offices. The Notice has also been translated into Spanish, Chinese, Korean and Vietnamese; copies of which are included as part of **Appendix B**.

d) Requirement to Develop Title VI Complaint Procedures and Complaint Form

In order to comply with the reporting requirements established in 49 CFR Section 21.9(b), SCAG has developed a process for investigating and tracking all Title VI complaints filed against the agency. Members of the public may file a signed, written complaint within sixty (60) calendar days from the date of the alleged discrimination. Full procedures for filing a complaint, SCAG's procedures for investigating complaints and a copy of SCAG's Title VI Complaint Form are attached herein as **Appendix C**. Given that the Complaint Procedures and Complaint Form are vital documents under DOT's Title VI regulations, these documents have been translated into Spanish, Chinese, Korean and Vietnamese in accordance with SCAG's LAP, copies of such translated documents are also included with **Appendix C**. These procedures and forms are available on the SCAG website at <https://scag.ca.gov/title-vi-civil-rights-act-1964>.

e) Requirement to Record and Report Transit-Related Title VI Investigations, Complaints or Lawsuits

In order to comply with the reporting requirements established in 49 CFR Section 21.9(b), SCAG maintains a file of any transit-related Title VI active investigations conducted by entities other than FTA, lawsuits, and complaints naming SCAG. The files include a list that describes the date that the investigation, lawsuit or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit or complaint; and actions taken by SCAG in response, or final findings related to, the investigation, lawsuit or complaint.

Since the last reporting period in 2020, SCAG has had no Title VI investigations, complaints or lawsuits filed against it. Moreover, SCAG maintains a dedicated phone line for Title VI matters. Since the last reporting period in 2020, there have been no calls received by SCAG on the dedicated phone line.

f) Promoting Inclusive Public Participation

In compliance with Title VI, Executive Orders 12898, 13166, and 14096 and DOT LEP Guidance, SCAG implements a public involvement process to provide complete information, timely public notice and full public access to key decisions and to support early and continuing public involvement in developing its regional plans.

SCAG’s public involvement processes are guided by its Public Participation Plan (PPP), last amended and adopted by SCAG’s Regional Council in April 2022. The PPP describes the agency’s core values related to public participation, provides a menu of tactics for increasing public information and engagement in the planning process, and establishes processes for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. SCAG’s current PPP is included herein as **Appendix D** and is also available on the SCAG website at <https://scag.ca.gov/community-participation-public-participation-plan>.

With each RTP/SCS cycle, SCAG seeks to improve its public engagement efforts, including more efforts to involve underserved communities, including LEP populations, in the regional transportation planning process. Although SCAG does not implement or construct transportation projects, the agency recognizes its critical role in policy development impacting all individuals in the region. Thus, SCAG recognizes that effective public involvement can help the agency understand the needs and concerns of stakeholders, which should lead to more meaningful planning efforts. Like previous plans, Connect SoCal was supported by a comprehensive public involvement program that complied with Title VI and the Executive Order on EJ and is fully documented in the Connect SoCal Public Participation & Consultation Technical Report, available on the SCAG website at <https://scag.ca.gov/post/technical-reports>. Similarly, amendments to Connect SoCal were supported by public notices made available in English, as well as the four languages outlined in SCAG’s LAP, Spanish, Chinese, Korean and Vietnamese, via paid media placements in community publications.

As part of the Connect SoCal 2024 development process, SCAG conducted a public outreach and engagement process during April-May 2023. Through the outreach effort, SCAG engaged residents across the region by conducting 20 in-person workshops and seven virtual workshops, hosting 20 pop-up and street team engagements, collecting over 3,600 surveys, and partnering with 16 community-based organizations. Meetings and events were held at a variety of locations, dates and times, including evenings and weekends to increase accessibility to participate. The survey and advertisements were published in several languages including: English, Spanish, Vietnamese, Chinese and Korean.

SCAG’s LAP outlines how SCAG reaches out to and provides meaningful access to persons and communities with LEP. More information on the LAP is included in the following section on meaningful access to LEP persons.

Additionally, as discussed above in Section III, the EAP includes four goals and three strategies to help guide and sustain SCAG’s regional and organizational leadership in service of equity and social justice. One of the strategies focus on engaging and co-powering to encourage creating an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities. As detailed in the latest EAP Progress report, SCAG staff have made progress in promoting more inclusive public participation through the following:

- Coinciding with the adoption of the EAP, SCAG’s Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
- SCAG updated the PPP to include several goals and strategies to ensure SCAG’s communications are looked at through an equity framework whenever possible.
- Quarterly, SCAG staff convenes a Regional Equity Working Group to engage stakeholders on SCAG’s equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning.

- SCAG continues to support Community Based Organizations (CBOs) through the Call for Collaboration in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were invited to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies.
- In September 2022, Go Human completed its Mini Grant Program, which aimed to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous, and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. The program emphasized community-driven co-creation and community engagement. Go Human awarded more than \$350,000 to 26 CBO-identified and led projects, directly engagement more than 300,000 people. Go Human also provided direct resources through the distribution of its Kit of Parts to more than 13 partners and provided robust safety messaging materials and campaigns to more than 25 partners.
- SCAG will leverage the REAP 2021 funding program to utilize Civic Sparks and Public Health fellows in support of REAP 2.0 implementation and capacity building in under resourced jurisdictions. SCAG staff will also use the REAP 2021 funding program to provide a Big Data Consulting Practice to provide consulting services to under resourced jurisdictions who may not have capacity to use big data to advance racial equity in local transportation planning.
- Throughout three Calls for Applications completed in 2020/2021, SCAG prioritized equity criteria in the project evaluation and program goals. Specifically, the evaluation criteria required applicants to address anti-displacement strategies and discuss how projects will engage community-based partners and the most impacted communities, including non-English speaking populations. The program goals point to prioritizing disadvantaged communities in alignment with SCAG's resolution on race and equity. The Sustainable Communities Program piloted opportunities to compensate CBO partners committed to equity to serve as evaluators to ensure projects were assessed with intentional attention to equity.

Further information about the progress of all actions in the EAP can be found as Agenda Item 12 of the January 5, 2023, Regional Council Meeting Agenda available on the SCAG website at <https://scag.ca.gov/sites/main/files/file-attachments/rc010523fullpacket.pdf>.

Prior to the adoption of the EAP, SCAG's equity efforts were concentrated in its EJ Program, which has long focused on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment. SCAG's EJ Program addresses both state and federal requirements by aiming to protect people of color and low-income communities from incurring disproportionately adverse environmental impacts. In response to the EAP, SCAG created the Equity Working Group (EWG) in June 2021 which consists of many EJ and public health stakeholders including environmental advocacy groups, non-profit organizations, academics, local jurisdictions and subregional agencies. For the development of the Connect SoCal 2024 Equity Analysis, SCAG presented performance measures and strategies for identifying equity areas at three of the nine working group meetings as part of its outreach effort.

As described previously, SCAG hosted several workshops and issued a survey to gather input regarding challenges each community faces to establish planning priorities for the next 20 to 30 years. At the workshops, participants learned about the Plan's policy direction and were encouraged to respond to various prompts by placing sticky-notes on a board to indicate priorities. One board included questions

related to equity and resilience, two central pieces to the Plan’s vision. SCAG also distributed a 15-question survey hosted online and partnered with 16 community-based organizations to distribute the survey. This partnership helped secure several more responses via online and hard-copy survey options. The survey included two questions focused on equity challenges in the region, one focused on transportation issues and another on more general regional issues. Through this outreach, SCAG received valuable feedback that will shape the Plan and the Equity Analysis. SCAG received a wide range of comments from input on how to conduct outreach to improvements on specific technical analysis areas. SCAG will review all comments and thoughtfully incorporate as many as possible and when applicable.

SCAG’s Connect SoCal 2024 Equity Analysis is still in development. The most recently adopted Connect SoCal EJ Technical Report is available on the SCAG website at <https://scag.ca.gov/post/technical-reports>.

g) Requirement to Provide Meaningful Access to LEP Persons

In compliance with Title VI, DOT’s implementing regulations, and Executive Order 13166, SCAG takes reasonable steps to ensure meaningful access to benefits, services, information and other important portions of its programs and activities for individuals who are LEP.

In accordance with Executive Order 13166, SCAG developed a LAP to help identify reasonable steps to ensure that persons with LEP are provided, free of charge, meaningful access to SCAG’s programs, services, and information. For this cycle, SCAG has reviewed and updated its LAP to reflect more recent data.

In developing the LAP, SCAG analyzed the U.S. Department of Transportation four factor analysis, which considers the following:

- The number or proportion of LEP persons to be served or likely to be encountered in a SCAG program, activity, or service.
- The frequency with which LEP individuals come in contact with SCAG programs.
- The nature and importance of programs, activities or service provided by SCAG to the LEP population.
- The resources available to SCAG and overall costs to provide LEP assistance.

A full copy of SCAG’s updated LAP for LEP Populations can be found in **Appendix E** and is available on the SCAG website at <https://scag.ca.gov/title-vi>. Key elements of the LAP include:

- Translating vital documents into the four largest LEP languages – Spanish, Chinese, Korean and Vietnamese. The agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other, non-vital documents.
- Identifying LEP individuals who need language assistance by using the U.S. Census Bureau’s “I Speak” language identification list.
- Having translators, including bilingual staff members, available for public meetings and workshops, as needed.
- Instituting formal procedures to document the frequency with which LEP persons come into contact with SCAG staff and the nature of the interaction, as well as documenting the frequency in which translated documents are accessed on the website.

h) Minority Representation on Planning and Advisory Boards

SCAG acknowledges its responsibility to comply with Title 49 CFR Section 21.5(b)(1)(vii); however, at this time, SCAG does not have any transit-related, non-elected planning boards, advisory councils or committees, or similar committees, of which the membership is selected by SCAG, and therefore, no table is provided denoting the racial breakdown of the membership of such committees. To the extent that in the future SCAG creates such committees and selects its membership, SCAG will encourage the participation of minorities in these committees and provide the required information.

i) Providing Assistance to Subrecipients

In compliance with 49 CFR Section 21.9(b), as a primary recipient of federal pass-through funds, SCAG ensures that its subrecipients submit such compliance reports to SCAG as may be necessary to enable SCAG to carry out its obligations under Title VI. SCAG assists its subrecipients in complying with DOT's Title VI regulations, including general reporting requirements. Assistance is provided to each subrecipient by SCAG, as necessary.

SCAG periodically reviews the Title VI programs of its subrecipients and works cooperatively to assist them in updating their programs to address DOT Title VI regulations and meet program approval deadlines. Upon request, SCAG provides the following information to each subrecipient:

- A copy or access (via internet link) to SCAG's Title VI Program, which includes the agency's notice to the public informing beneficiaries of their rights under DOT's Title VI regulations, procedures on how to file a Title VI complaint and SCAG's Title VI complaint form.
- Additional sample notices and procedures, including a link and resources to all applicable FTA circulars including Circular FTA C 4702.1B.
- Demographic information on the race and English proficiency of residents served by the subrecipient, and other data such as travel patterns, that will assist the subrecipient in complying with Title VI.

j) Monitoring Subrecipients

In compliance with 49 CFR Section 21.9(b), and to ensure that subrecipients comply with the DOT's Title VI regulations, SCAG, as a primary recipient of federal pass-through funds, monitors subrecipients for compliance with the regulations. However, when a subrecipient is also a direct recipient of FTA funds the subrecipient/direct recipient reports directly to FTA and SCAG is not responsible for and does not monitor compliance of that subrecipient/direct recipient.

As applicable, in order to ensure SCAG and subrecipients (which are not direct recipients) are following Title VI requirements, SCAG undertakes the following monitoring activities:

- Document its process for ensuring that all subrecipients are complying with the general reporting requirements of the Circular, as well as other requirements that apply to the subrecipient based on the type of entity and the number of fixed route vehicles it operates in peak service, if a transit provider.
- Collect Title VI Programs from subrecipients and review programs for compliance.

- At the request of FTA, in response to a complaint of discrimination, or as otherwise deemed necessary by SCAG, request that subrecipients who provide transportation services verify that their level and quality of FTA C 4702.1B Chap. III-11 service is provided on an equitable basis.
- Conduct on-site visits of subrecipients as needed or after the filing of a Title VI complaint.

In the event of a subrecipient’s noncompliance with Title VI, SCAG may impose sanctions pursuant to terms and conditions of an agreement between SCAG and each subrecipient, such as the withholding of payments and/or the cancellation, termination, or suspension of a project agreement.

Subrecipients are required to submit a Title VI program to SCAG after the execution of an agreement. Following submission of the subrecipient’s Title VI program, subrecipients are required to resubmit every three years an updated Title VI program. If SCAG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update. Additionally, changes in the FTA’s Title VI requirements may necessitate updates to subrecipients’ Title VI programs in order to ensure compliance. In order to assist SCAG in its compliance efforts, subrecipients’ Title VI Programs are set on a schedule determined by SCAG and in compliance with FTA requirements. Some of SCAG’s subrecipients are also direct recipients of FTA funds. As of July 1, 2023, SCAG does not have active subrecipients receiving FTA pass-through funding.

k) Determination of Site or Location of Facilities

SCAG acknowledges its responsibility to comply with Title 49 CFR Section 21.9(b)(3) and complete a Title VI equity analysis if SCAG constructs a facility, such as an operation center, storage facility, etc.; however, SCAG does not currently operate nor have plans to construct such a facility at this time. SCAG will complete the Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color or national origin. This process would include outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis would compare the equity impacts of various siting alternatives and occur before the selection of the preferred site.

l) Requirement to Provide Additional Information Upon Request

SCAG will provide information other than that required by the Circular to FTA upon request, should it be necessary to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT’s Title VI regulations.

V. COMPLIANCE WITH REQUIREMENTS SPECIFIC TO METROPOLITAN PLANNING ORGANIZATIONS

In addition to the General Requirements for all FTA recipients, Chapter VI of the Circular includes specific requirements that MPOs must follow to comply with the DOT’s Title VI regulations. The following is a summary of SCAG’s compliance with the MPO-specific requirements described in Chapter VI of the Circular. It should also be noted that SCAG is not a provider of fixed route public transportation, and therefore, the requirements set out in Chapter IV of the Circular for transit providers are not applicable to SCAG.

a) Requirement that Metropolitan Planning Activities Comply with Title VI

SCAG fully recognizes that all its metropolitan transportation planning activities must comply with 49 U.S.C. Section 5303, Metropolitan Transportation Planning, as well as subpart C of 23 CFR part 450, Metropolitan Planning and Programming. As previously noted, SCAG updates and submits its Title VI Program every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to Caltrans in order to assist the State in its compliance efforts. A copy of the resolution approving this 2023 Title VI Program by SCAG's Regional Council is attached as **Appendix F**.

b) Demographic Profile of the Metropolitan Area

In compliance with the Circular, SCAG has prepared the following demographic profile of SCAG's metropolitan area which includes identification of the locations of minority populations in the aggregate. For more information on the demographics of the SCAG region, please see the demographics section of the Racial Equity Baseline Conditions Report on the SCAG website at:

https://scag.ca.gov/sites/main/files/file-attachments/2022racialequitybaselineconditionsreport_final.pdf

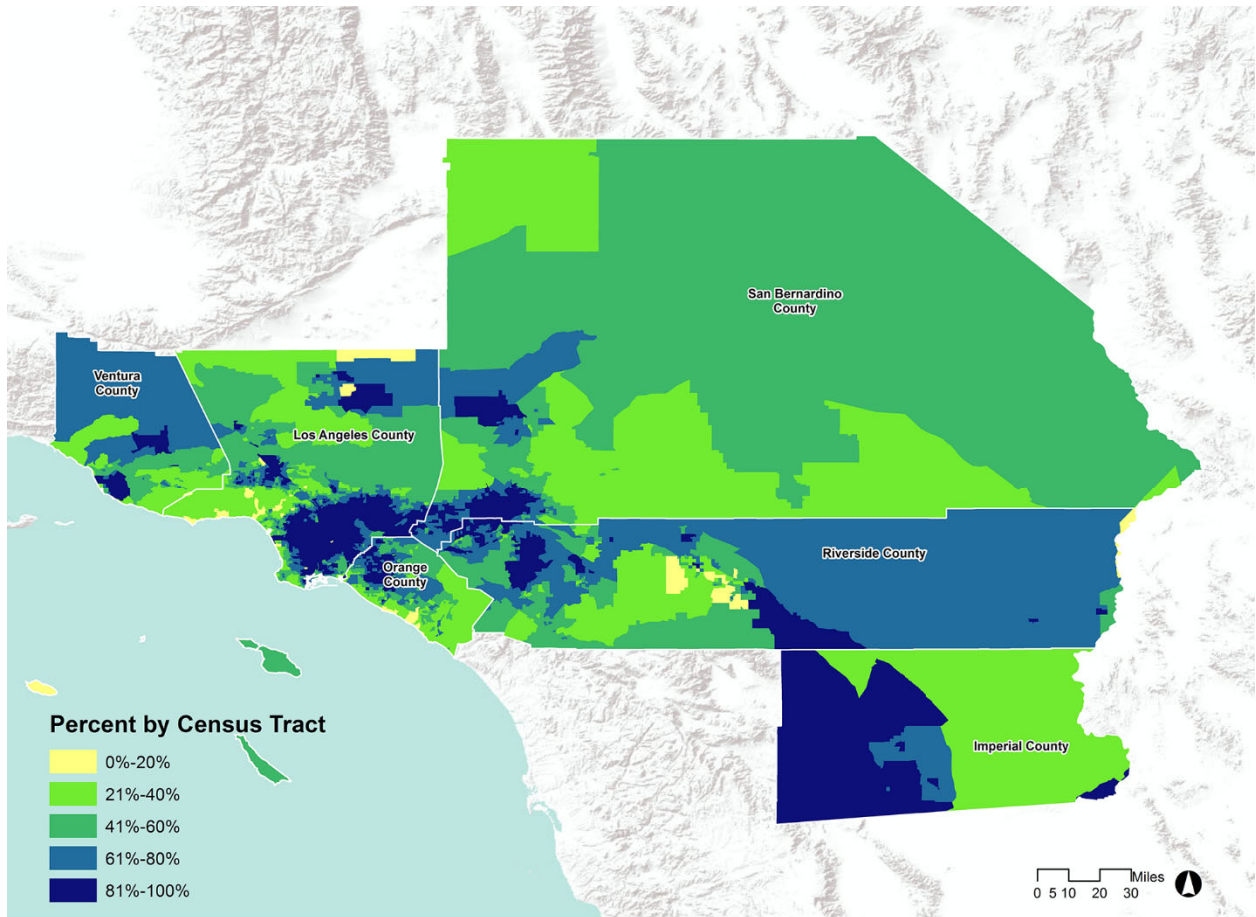
POPULATION BY RACE/ETHNICITY	IMPERIAL COUNTY		LOS ANGELES COUNTY		ORANGE COUNTY	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	153,027	85.2%	4,804,763	48.0%	1,086,834	34.1%
Asian, NH	2,244	1.2%	1,474,237	14.7%	699,124	21.9%
Hawaiian-PI, NH	82	0.0%	20,522	0.2%	7,714	0.2%
Black, NH	3,846	2.1%	760,689	7.6%	49,304	1.5%
Native American, NH	1,584	0.9%	18,453	0.2%	5,298	0.2%
White, NH	16,813	9.4%	2,563,609	25.6%	1,198,655	37.6%
Two or more races and others, NH	2,106	1.2%	371,736	3.7%	140,060	4.4%
Total	179,702	100.0%	10,014,009	100.0%	3,186,989	100.0%

Source: 2020 Decennial Census, U.S. Census Bureau

POPULATION BY RACE/ETHNICITY	RIVERSIDE COUNTY		SAN BERNARDINO COUNTY		VENTURA COUNTY	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	1,202,295	49.7%	1,170,913	53.7%	365,285	43.3%
Asian, NH	164,889	6.8%	176,204	8.1%	63,252	7.5%
Hawaiian-PI, NH	6,767	0.3%	6,173	0.3%	1,415	0.2%
Black, NH	146,762	6.1%	173,322	7.9%	13,704	1.6%
Native American, NH	11,960	0.5%	8,412	0.4%	2,020	0.2%
White, NH	788,235	32.6%	566,113	25.9%	360,850	42.8%
Two or more races and others, NH	97,277	4.0%	80,517	3.7%	37,317	4.4%
Total	2,418,185	100.0%	2,181,654	100.0%	843,843	100.0%

POPULATION BY RACE/ETHNICITY	SCAG REGION	
	Population	% of County
Hispanic or Latino	8,783,117	46.7%
Asian, NH	2,579,950	13.7%
Hawaiian-PI, NH	42,673	0.2%
Black, NH	1,147,627	6.1%
Native American, NH	47,727	0.3%
White, NH	5,494,275	29.2%
Two or more races and others, NH	729,013	3.9%
Total	18,824,382	100.0%

PERCENT OF MINORITY POPULATION IN THE SCAG REGION



c) Description of the Procedures by which the Mobility Needs of Minority Populations are Identified and Considered Within the Planning Process

SCAG represents the whole six-county region in all its geographic and demographic diversity. During the planning process, SCAG is committed to engaging and utilizing input from a range of constituents and stakeholders. This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning. Specifically, SCAG plans for all residents of the region with particular consideration to the accessibility needs of underserved communities such as people of color and low-income populations, elderly and retired persons, children, LEP populations, and people with disabilities.

Programs that have a public outreach component use a variety of methods to develop individual, project-specific public participation plans tailored according to scope and audience. Some of the methods taken to ensure the mobility needs of underserved communities, including minority populations, are identified and considered include:

- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services

- Workshops co-hosted with community groups
- Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities)
- Outreach in the community (e.g., at churches, health centers, schools etc.)
- Conducting meetings entirely in community's primary language and/or providing interpreters-to be available for public meetings and workshops as needed, with 72-hour advance notice
- Flyers on transit vehicles and at transit hubs
- Use of community media outlets to announce participation opportunities
- Disseminating notices of availability and press releases to print, radio and broadcast media serving underserved communities
- Utilizing various visualization methods, public survey methods, and commenting methods to ensure information is shared and collected in multiple ways

SCAG also regularly holds meetings, open to the public, where people are welcome to make comments and provide input. SCAG allows for in-person, remotely, telephonic, and written participation in these meetings to encourage the direct involvement of community members and organizations representing all segments of the population, including traditionally underrepresented and underserved communities, this helps ensure that the planning process reflect the diverse interests within the region.

In developing the RTP/SCS, SCAG implements additional methods to ensure mobility needs of people of color and other underserved communities are identified and considered. These include:

- An equity analysis, conducted at a regional program-level scale, of RTP/SCS updates to determine whether people of color, low-income communities, and other underserved communities in the region share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens.
- For each update of the RTP/SCS, SCAG prepares a PPP that provides more information on how the equity analysis will be conducted throughout that update of the RTP/SCS.

Similarly, SCAG's EJ program has two main elements: technical analysis and public outreach and policy coordination. The two main elements of the program contribute to the development of what used to be the EJ Technical Report, now the Equity Analysis, which conducts technical analysis of EJ and equity issue areas in the region and discusses outreach strategies, and SCAG's role as a resource for local jurisdictions that are required to develop an EJ Element or incorporate EJ policies, goals, and objectives into their General Plans per Senate Bill 1000 requirements. The overall EJ and equity outreach process encourages SCAG stakeholders and the public, with many opportunities to be involved, to discuss and address EJ and equity issues and shape SCAG's EJ and equity program. As part of the EJ and equity program, SCAG:

- Provides early and meaningful public access to decision-making processes for all interested parties, including people of color, low-income populations, and other underserved communities.
- Seeks out and considers the input of traditionally underrepresented groups, such as people of color and low-income populations, in the regional transportation planning process.
- Takes steps to propose mitigation measures or consider alternative approaches for the SCAG region when disproportionately high and adverse impacts on people of color or low-income populations, or other underserved communities identified.

- Continues to evaluate and respond to EJ and equity issues that arise during and after the implementation of SCAG’s regional plan.

More information about SCAG’s outreach procedures related to Title VI and EJ may be found in SCAG’s PPP incorporated into this Title VI Plan.

d) Demographic Maps that Show the Impacts of the Distribution of State and Federal Funds in the Aggregate of the Metropolitan Area

In compliance with the Circular, SCAG developed maps and tables that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes.

SCAG assessed the distribution by tabulating and summarizing the share of physical improvements for active transportation, transit, and highway-related projects throughout the region by 2045, and specifically for areas that have a high concentration of low-income and minority population. This analysis measures the actual mileage of improvements in the form of new bike lanes, transit lines, and highway mile improvements, and then summarizes the share of these improvements for each of the following areas of concern:

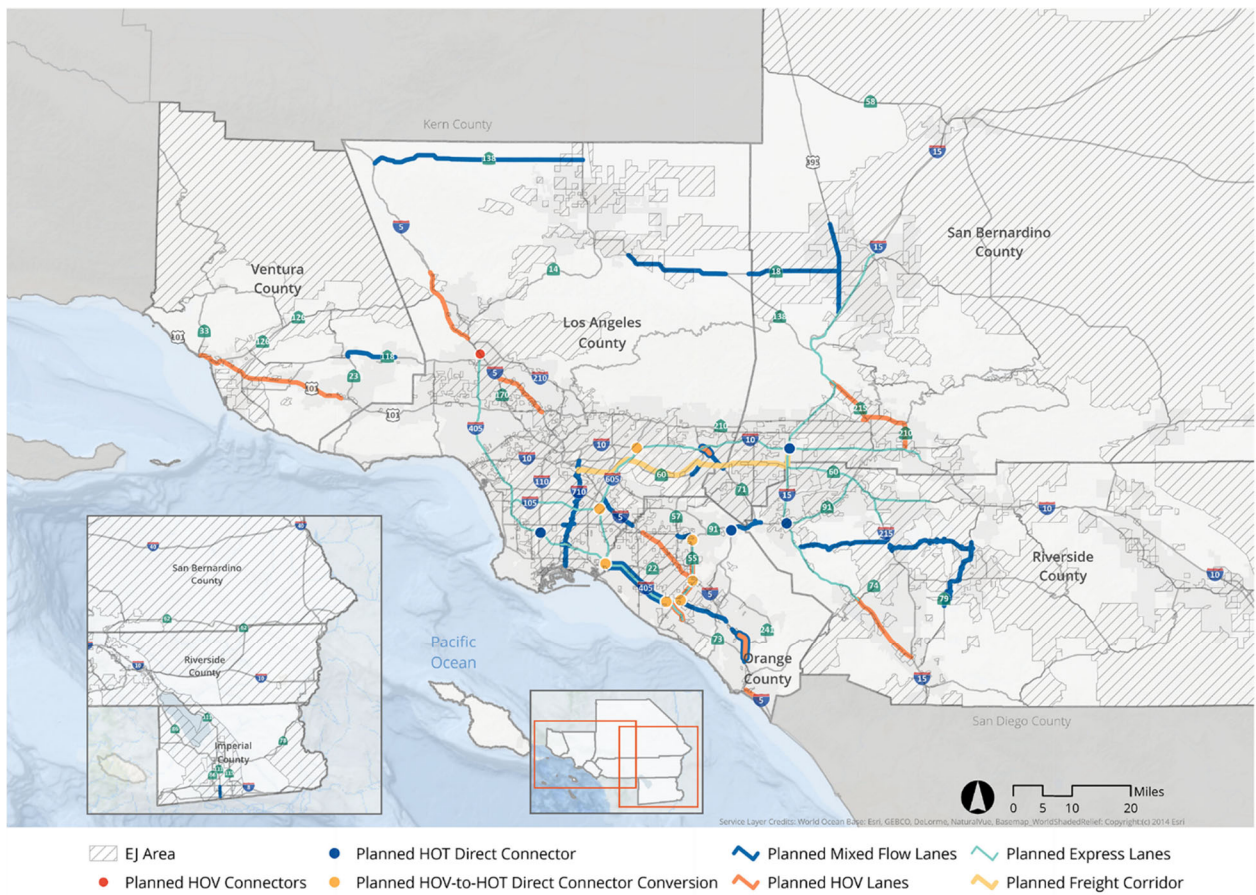
- EJ Areas (EJA): Transportation Analysis Zones (TAZs) that have a higher concentration of minority population OR low-income households that is seen in the region as a whole.
- SB 535 Disadvantaged Communities (DAC): Census tracts that have been identified by the California Environmental Protection Agency (Cal/ EPA) as Disadvantaged Communities based on the requirements set forth in SB 535, which seek to identify disproportionately burdened by and vulnerable to multiple sources of pollution.
- Communities of Concern (COC): Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population AND low-income households.

The first table show the breakdown of investments by highway type at the regional level, and include a summary of improvements for each area of concern individually. Examining projects in the region as a whole, 47% of the physical improvements for highways will occur in mixed-flow corridors. The largest share will go to express lanes, which will receive 29% of the total physical improvements. HOV lane improvement accounts 24% of highway investment. When summarizing total improvements by area of concern, 50% of the region’s total improvements by miles will be in EJA. Within EJA, the largest share of investments also goes to express lanes (5%). The first map visualizes the location of the planned major highway projects overlaid onto the EJA.

BREAKDOWN OF INVESTMENTS BY HIGHWAY TYPE

PROJECT TYPE	SCAG REGION	EJ	DGA	COC
Express	29%	53%	46%	11%
HOV	24%	42%	21%	16%
Mixed-Flow	47%	52%	41%	23%
SCAG Region	100%	50%	38%	18%

Source: SCAG



Source: SCAG, 2019

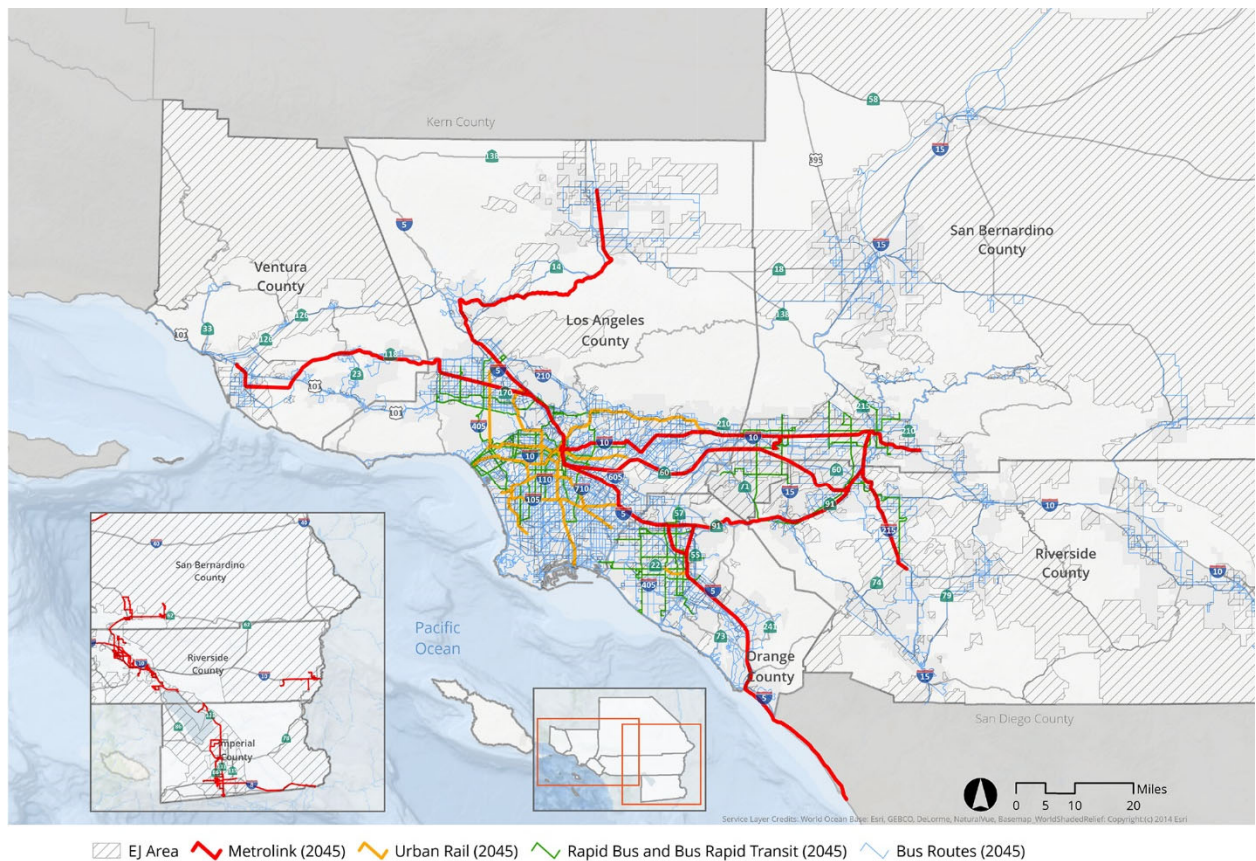
The second table shows the breakdown of investments for transit lines. Roughly 4,700 miles of transit related projects will be built by 2045. The largest investment will be for local bus lines (38%). Rapid bus lines will incur 22% of all transit mileage investments, while light rail and express bus lines will count for 13% and 10%, respectively. For the region’s areas of concern, 64% of the Plan’s transit line investments will occur in EJA. The second map visualizes the location of planned transit networks overlaid onto the EJA.

BREAKDOWN OF INVESTMENTS FOR TRANSIT LINES

MODE	SCAG REGION	EJ	DGA	COC
Local Bus	38%	60%	31%	26%
Express Bus	10%	31%	18%	5%
Rapid Bus	22%	73%	52%	31%
BRT	3%	79%	65%	48%
Heavy/Light Rail	13%	77%	58%	43%
Metrolink	1%	71%	63%	32%
High Speed Rail	13%	72%	52%	7%
SCAG Region	100%	64%	42%	25%

Note: Mileage calculation does not include transit projects for service improvement

Source: SCAG



Note: Planned project alignments shown on this map are not intended to represent preferred alternatives where local planning and environmental processes are still ongoing. Maps provided in future updates to Connect SoCal will reflect locally preferred alternatives, once they are formally adopted by the local lead agency.

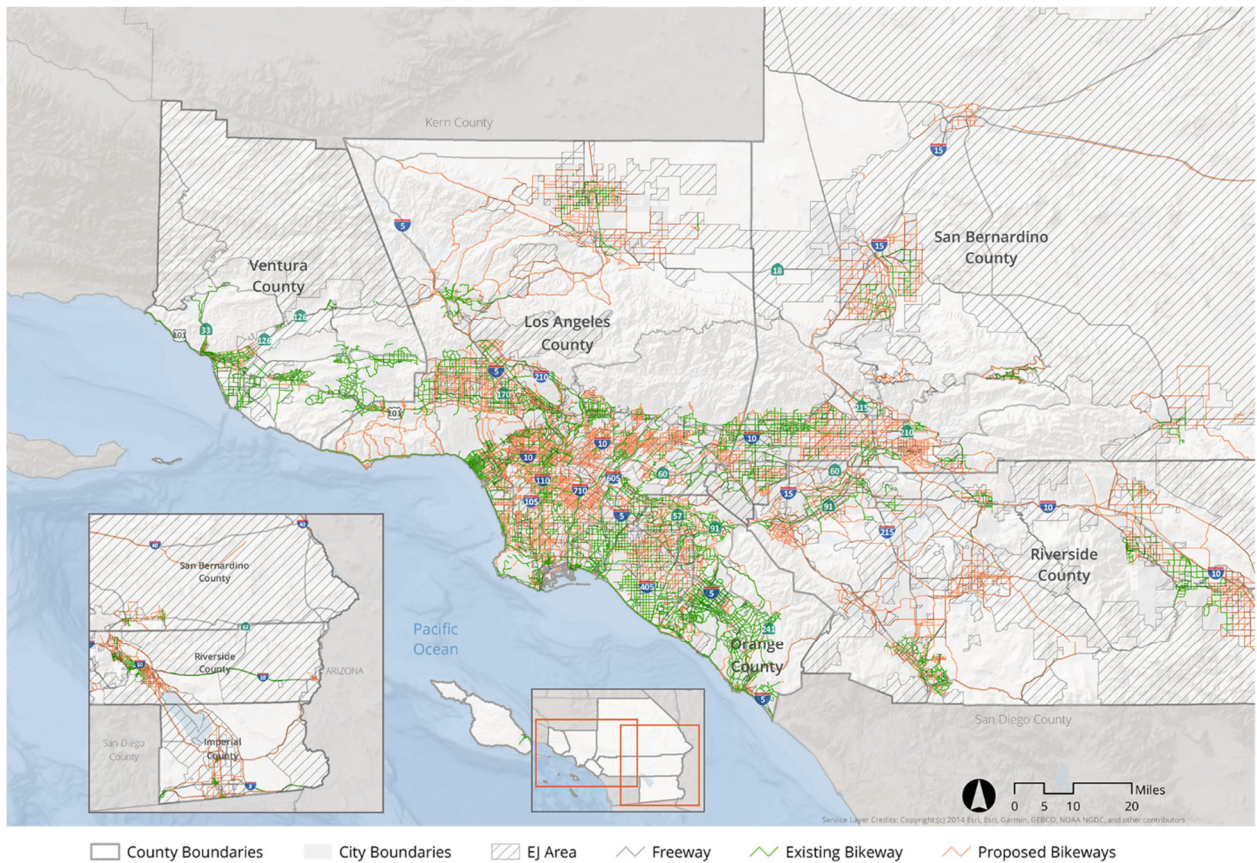
Source: SCAG, 2019

The third table shows the breakdown of new bike lanes in the region's areas of concern, where the share of miles will increase from 2016 faster than the regional average for all subareas. EJA will see a large increase from current levels, where bike miles will grow by 162%. The third map visualizes existing and proposed bikeways overlaid onto the EJA.

BREAKDOWN OF NEW BIKE LANES IN THE REGION'S AREAS OF CONCERN

	EXISTING	PROPOSED	EXISTING	PROPOSED	INCREASED
SCAG Region	5,074	9,117	100%	100%	80%
EJA	2,085	5,464	41%	60%	162%
DAC	936	2,841	18%	31%	204%
COC	541	1,550	11%	17%	187%

Source: SCAG



Source: SCAG, 2019

e) Analysis of MPO's Transportation System Investment that Identifies and Addresses Any Disparate Impacts

DOT's Title VI regulations require that MPOs develop charts that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes and to identify any disparate impacts on the basis of race, color, or national origin. SCAG has prepared a technical report for each RTP/SCS to comply with statutory requirements and ensure that its programs and plans do not create disproportionate adverse impacts for people of color and low-income populations in the region.

SCAG's adopted Connect SoCal includes \$638.9 billion (in year of expenditure dollars) to support the region's surface transportation investments, including transit, highways, local road improvements, system preservation, and demand management goals. The fiscally constrained Connect SoCal includes revenues from both traditionally available and reasonably available revenue sources, comprised of 47% local sources (\$297.2 billion), 24% state sources (\$154.8 billion), 6% federal sources (\$41.1 billion) and 23% in innovative financing and new revenue sources (\$145.7 billion). Transit investments, \$120.1 billion in transit capital improvements and \$200.5 billion in transit operations and maintenance, account for half (50.2%) of the Connect SoCal total. Although local sales taxes constitute a large portion of funding for transit, state and federal dollars remain critical for both transit capital and operating needs.

SCAG conducted a comprehensive EJ analysis for Connect SoCal, utilizing numerous performance measures to analyze existing social and environmental equity in the region and to address the impacts of Connect SoCal on various EJ population groups, including people of color and low-income households. While the impacts are based on the implementation of all the adopted Connect SoCal projects and strategies in their entirety, the analysis presented here includes results by mode, including public transportation, and therefore addresses the DOT's Title VI requirement. Performance results from the analysis are summarized below, and more detailed information can be found in the Connect SoCal EJ Technical Report available at: <https://scag.ca.gov/post/technical-reports>. SCAG will provide updated analysis for these measures in the Connect SoCal 2024 Equity Analysis.

SCAG identified "minority persons" based on Executive Order 12898 and the USDOT and FHWA orders on EJ, which define "minority" as persons belonging to any of the following groups, as well as "other" categories that are based on the self-identification of individuals in the US Census: Black/African American, Hispanic/Latino, Asian, and American Indian and Alaskan Native (called Native American and abbreviated as NA in this report). SCAG based its analysis on census data for racial/ethnic groups in the SCAG region at the census tract level and by TAZ used in the regional travel demand model.

In summary, Connect SoCal provides improvements in mobility and accessibility for all racial/ethnic groups. The share of transportation benefits by minority group are balanced and in line with each group's use of the transportation system. SCAG did not identify any disproportionately high and adverse effects on any underserved group. The results of the performance measures related to SCAG's EJ Analysis for Connect SoCal are presented in Table 1 with additional details related to certain performance measures reflected in the following series of charts.

TABLE 1. CONNECT SOCIAL PERFORMANCE MEASURES: EJ

PERFORMANCE MEASURE	DEFINITION	PERFORMANCE TARGET	SUMMARY OF IMPACTS
Jobs/housing balance	Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	Higher wage workers tend to commute longer distances than lower wage workers. Coastal counties have a substantial concentration of low-wage jobs, but lack an adequate number of affordable rental units, while inland counties have a substantial concentration of affordable rental units and workers relative to the number of low-wage jobs. Connect SoCal will improve jobs/housing balance throughout the region, particularly in inland counties.
Neighborhood change and displacement	Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	New light rail stations may increase neighborhood outflow rates by up to 10%. However, most observed moves were for middle- and upper-income groups. Project-based analysis provides a better understanding of local neighborhood dynamics and helps ensure equitable access to the benefits of improved infrastructure. Regional neighborhood analysis identified several communities that have experienced persistent change over recent decades, however, they are not disproportionately located in EJ communities.
Accessibility to employment and services	Share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal will improve the number of accessible destinations within 45 minutes of travel and within short distances for low income and minority communities both by auto and transit.

Attachment: SCAG 2023 Title VI Program (Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program)

PERFORMANCE MEASURE	DEFINITION	PERFORMANCE TARGET	SUMMARY OF IMPACTS
Accessibility to parks and educational facilities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal will improve the number of destinations accessible within 45 minutes of travel and short distances for low income and minority communities both by auto and transit.
Active transportation hazards	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Establish existing conditions to evaluate future performance	Analysis indicates that low-income and minority communities tend to incur a higher rate of bicycle and pedestrian risk. Improvements in active transportation infrastructure and complete streets measures, such as those proposed in Connect SoCal, have been shown to reduce hazards to cyclists and pedestrians.
Climate vulnerability	Population analysis by demographic group for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	Minority and low-income populations are at greater risk for experiencing negative impacts of climate change, including extreme heat and flooding. These communities have fewer resources to ameliorate climate consequences.
Public health analysis	Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	Air quality is generally improving throughout the SCAG region, however some areas not showing improvement feature higher proportions of minority and low income population. When examining regional public health performance, areas with the highest concentrations of minority and low-income population often incur some of the highest risks.

PERFORMANCE MEASURE	DEFINITION	PERFORMANCE TARGET	SUMMARY OF IMPACTS
Aviation noise impacts	Descriptive analysis of aviation noise in terms of trends in passenger demand and aircraft operations	Establish existing conditions to evaluate future performance	Airport noise impacts affecting adjacent communities have been reduced through enhanced FAA noise certification standards, improved technology implemented by aircraft and engine manufacturers, investments by U.S. airlines in newer, quieter aircraft, and mandates by the FAA and the U.S. Congress to retire older, noisier aircraft. However, aviation noise levels and impacts will continue to be monitored for minority and low-income communities located near airports.
Roadway noise impacts	Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal will reduce roadway noise impacts at the regional level, but does not specifically improve impacts for disadvantaged communities.
Emissions impact analysis	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan, including a breakdown of demographics for those areas	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal will result in reductions in vehicle carbon monoxide and particulate matter emissions, providing air quality benefits to minority and low-income households and to communities with a high concentration of minority and low income population.
Impacts along freeways and highly traveled corridors	Comparison of Plan and Baseline scenarios and demographic analysis of communities in close proximity to freeways and highly traveled corridors	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal will result in an overall reduction in emissions in areas located near highly traveled roadways, which tend to have a higher concentration of minority and low-income groups than the region as a whole.

PERFORMANCE MEASURE	DEFINITION	PERFORMANCE TARGET	SUMMARY OF IMPACTS
Travel time and travel distance savings	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time and travel distance savings	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal travel time and distance savings for low-income households and minority communities are proportionate to each group's usage of the transportation system.
Rail-related impacts	Breakdown of population by demographic group for areas in close proximity to rail corridors and planned grade separations	No unaddressed disproportionately high adverse effects for low income or minority communities	Minority and low income communities in areas adjacent to railroad grade separation projects do not demonstrate improvement.
Share of transportation system usage	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	No unaddressed disproportionately high adverse effects for low income or minority communities	Low-income and minority groups show a higher usage of transit and active transportation modes and positions these communities to benefit from the investments in Connect SoCal.
Connect SoCal revenue sources in terms of tax burdens	Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income and minority populations	No unaddressed disproportionately high adverse effects for low income or minority communities	Households in poverty would not contribute disproportionately to the overall funding of Connect SoCal. Minority households would not pay a higher proportion of taxes to fund the Plan than their relative representation in the SCAG region as a whole.
Connect SoCal investments	Analysis of Connect SoCal investments by mode (bus, HOV lanes, commuter/high speed rail, highways/arterials, and light/heavy rail transit)	No unaddressed disproportionately high adverse effects for low income or minority communities	The share of Connect SoCal transportation investments serving low-income and minority communities outpaces the relative share of financial burden on those groups.

PERFORMANCE MEASURE	DEFINITION	PERFORMANCE TARGET	SUMMARY OF IMPACTS
Geographic distribution of Connect SoCal transportation investments	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal transportation infrastructure investments are distributed throughout the region in proportion to population density.
Mileage-Based User Fee impacts	Examination of potential impacts from implementation of a mileage-based user fee on low income households in the region	No unaddressed disproportionately high adverse effects for low income or minority communities	No disproportionate impact is found. Analysis indicates that a mileage-based user fee would be less regressive and more equitable to low-income residents than the current gasoline tax. Low income households currently pay more per mile in gasoline tax than their higher earning counterparts due to lower adoption rates of new (more fuel efficient) vehicles. With a mileage-based user fee system, all households will pay in proportion to their usage of the transportation system.

Source: SCAG Connect SoCal

Performance Measures

The performance measures used in SCAG’s Connect SoCal environmental justice analysis allows for an understanding and comparison of benefits and burdens that are experienced by minority groups as a result of RTP/SCS investments. To help illustrate this, the following specific performance measures from the environmental justice analysis of Connect SoCal regarding transportation system usage, tax burden, RTP/SCS expenditure distributions, mobility benefits, and accessibility benefits are discussed in below sections.

Transportation System Usage

In the 2024 Equity Analysis, SCAG will use the 2017 National Household Travel Survey (NHTS) to analyze the demographic and travel characteristics of the SCAG region. The NHTS is a household-based travel survey conducted by the FHWA and is the authoritative source of national data on the travel behavior of the American public. This dataset allows for the analysis of daily travel by all modes, including characteristics of the people traveling, their households, and their method of travel. This usage information forms the basis for allocating RTP/SCS benefits and burdens.

Table 2 and 3 present transportation mode usage in the SCAG region by race and ethnicity and income quintile for both all trips. Highlights include: the automobile (drive alone and carpool), which accounts for just over 80% of all trips, is the dominant transportation mode for work trips. The next most popular mode for work trips is walking (11.8%), followed by bus (2.3%). Noting that there were more trips by bus than by rail overall, the highest two income quintiles had a higher share of rail trips compared to the lowest two income quintiles. Additionally, most bus riders are lower income quintile households; the lowest two income quintile households combined account for over 75% of bus riders. Another clear pattern in the data shows auto usage increasing with the income quintiles. The lowest income quintile (1) takes 13% of all auto trips, while the highest income quintile (5) takes 25% of auto trips.

Overall, people of color are more likely to use transit and active transportation modes to reach destinations as compared to White residents. Among the various ethnic groups, Hispanic/Latino travelers had the highest bus mode share in the SCAG region at 54.8% of bus trips. Black travelers had the second highest share of bus trips at 18.9%, a rate three times the total usage, the highest usage rate compared to other racial/ethnic groups. The mode share for auto trips is very proportionate to the total usage, as the Hispanic/Latino and White travelers had the highest auto mode share in the SCAG region at 39.6% and 38.5%, just over their respective total usage. Multiracial, White, and “other” travelers, including Native American and Native Hawaiian/Pacific Islander travelers due to small sample sizes, reported higher percentages of walking trips compared to their total usage while Asian, Black, Multiracial, and White travelers reported higher percentages of biking modes compared to their total usage.

TABLE 2. TRANSPORTATION SYSTEM USAGE BY HOUSEHOLD RACE/ETHNICITY

	WALK	BIKE	AUTO	BUS	RAIL	OTHERS	TOTAL USAGE
Mode Share	11.8%	0.8%	83.8%	2.3%	0.5%	0.8%	100.0%
Asian	10.2%	12.5%	12.3%	7.7%	15.8%	15.6%	12.0%
Black	11.7%	6.3%	5.6%	18.9%	5.7%	7.8%	6.0%
Hispanic/Latino	38.0%	23.5%	39.6%	54.8%	20.5%	30.2%	39.5%
Multiracial	3.7%	6.5%	2.9%	2.5%	9.1%	1.7%	3.0%
White	40.8%	50.3%	38.5%	15.0%	47.6%	44.7%	38.4%
Other	1.4%	0.9%	1.1%	1.1%	1.2%	-	1.2%

Source: National Household Travel Survey, 2017

TABLE 3. TRANSPORTATION SYSTEM USAGE BY HOUSEHOLD INCOME QUINTILE

	WALK	BIKE	AUTO	BUS	RAIL	OTHERS	TOTAL USAGE
Mode Share	11.8%	0.8%	83.8%	2.3%	0.5%	0.8%	100.0%
Quintile 1	26.5%	26.5%	13.2%	53.7%	22.2%	22.8%	15.9%
Quintile 2	22.8%	12.5%	18.6%	21.6%	6.5%	26.6%	19.1%
Quintile 3	15.3%	18.7%	20.1%	9.9%	23.4%	14.5%	19.2%
Quintile 4	16.8%	27.8%	23.0%	7.7%	24.9%	22.1%	21.9%
Quintile 5	18.6%	14.5%	25.2%	7.1%	22.9%	14.0%	23.8%

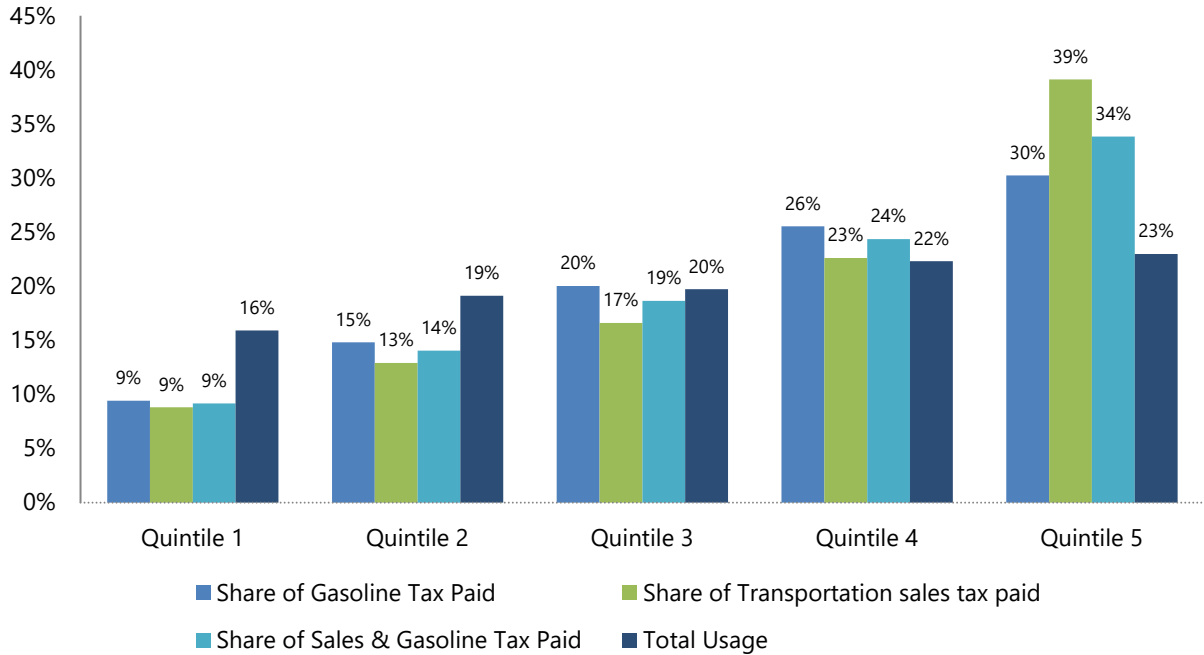
Source: National Household Travel Survey, 2017

Tax Burden

In the 2020 EJ Technical Report and the development of the 2024 Equity Analysis, SCAG used the Bureau of Labor Statistics (BLS) Consumer Expenditure Survey (CEX) data to assess regional expenditures by taxable sales category, provided by California Department of Tax and Fee Administration (CDTFA) and adjusted gross income, provided by California Franchise Tax Board (FTB) in order to estimate transportation funding contributions or taxes paid by income group and race/ethnicity. SCAG also allocated taxable sales and expenditure by income quintile from the CEX and FTB. Different funding sources can impose disproportionate burdens on low-income households and people of color. Sales and gasoline taxes, which are the primary sources of funding the region’s transportation system, were evaluated to demonstrate how tax burdens fall on underserved communities.

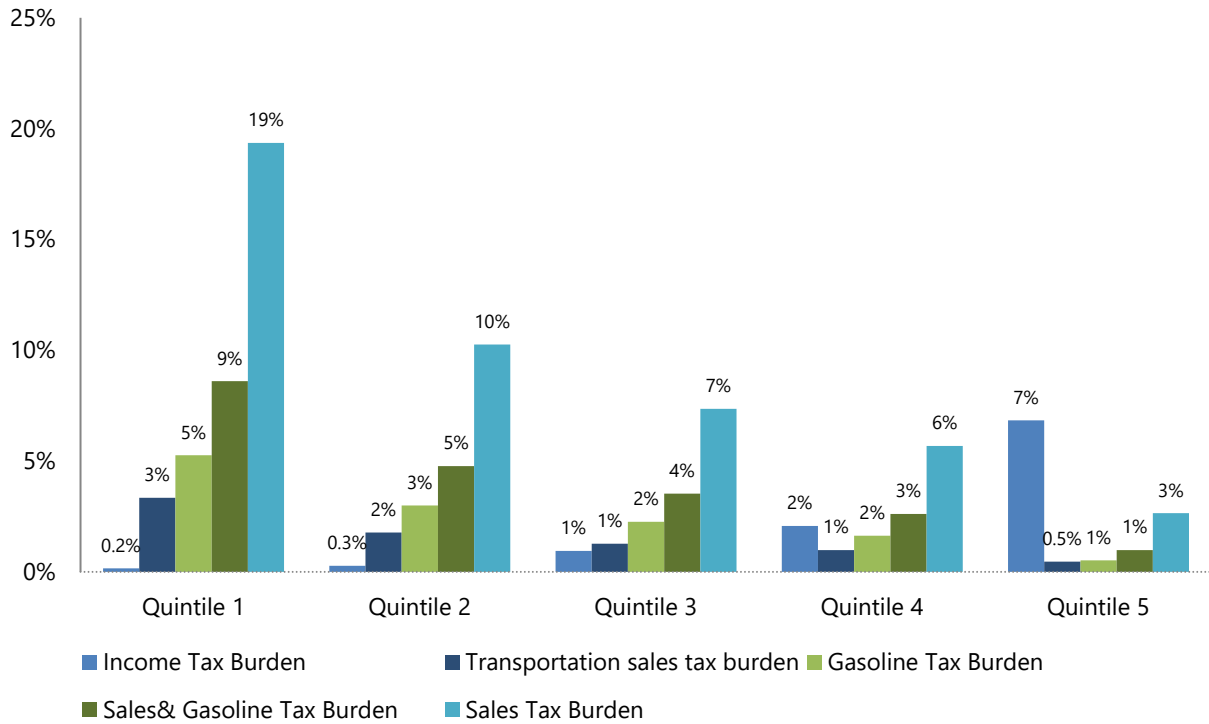
This portion of the 2020 analysis includes a comparative examination of the amount of taxes paid (sales tax, gasoline tax, and income tax) by the five respective income quintile groups and for each racial and ethnic group. Figures 1 and 2 indicate that taxes paid as a percent of each group’s adjusted gross income puts the heaviest burden on lower-income groups. This is the so-called “regressive” nature of the excise gasoline taxes and retail sales taxes levied primarily on consumer durable and non-durable goods that make up the necessities of daily living.

FIGURE 1. TAXES PAID BY INCOME QUINTILE (2016)



Source: Connect SoCal 2020 EJ Technical Report; 2016 California Taxable Sales, CDTFA

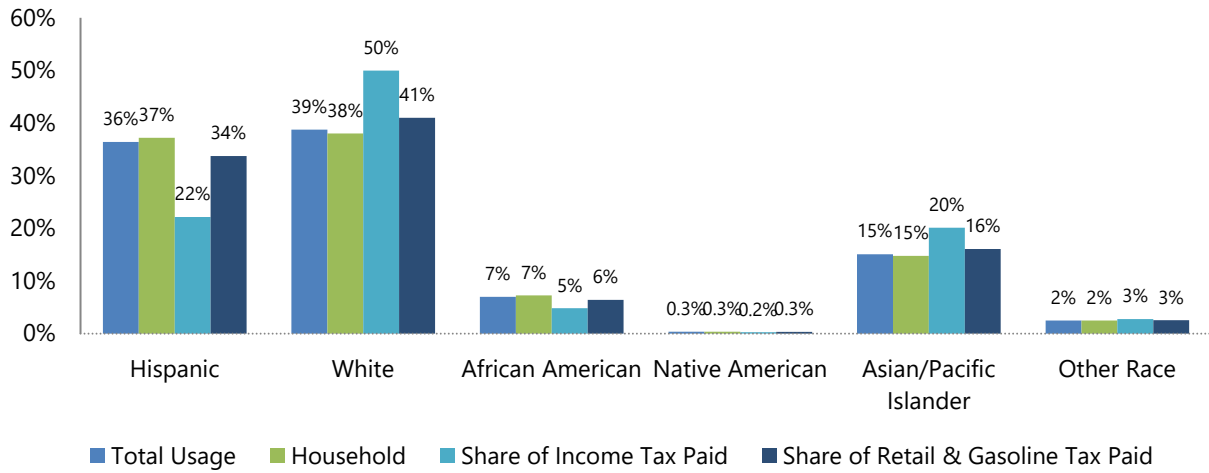
FIGURE 2. TAX BURDENS BY INCOME QUINTILE: INCOME, SALES, AND GASOLINE TAXES (2016)



Source: Connect SoCal 2020 EJ Technical Report; FTB; 2016 California Taxable Sales, CDTFA

Figure 3 shows projected taxes by race and ethnicity and indicate that tax burdens, measured by various taxes as percentage of total personal income. According to this figure, projected taxes are expected to fall more heavily on non-minority groups, with Non-Hispanic Whites paying 50% of the income taxes and 41% of retail and gasoline taxes through the year 2045. Hispanic and Non-Hispanic African American households have lower shares of tax paid compared to overall household share. Non-Hispanic Asian households pay 16% of retail sales and gasoline taxes, and 20% of income tax, compared with the 15% share of households.

FIGURE 3. TAXES PAID BY HOUSEHOLD RACE/ETHNICITY (2016-2045 AVERAGE)



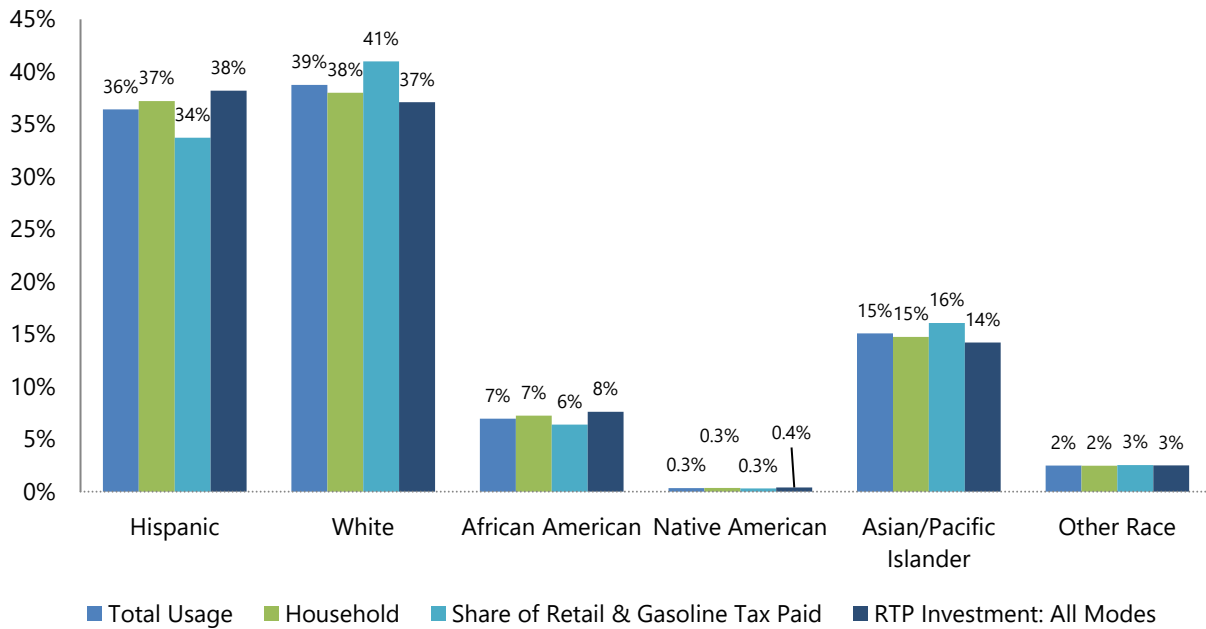
Source: Connect SoCal 2020 EJ Technical Report; FTB; 2016 California Taxable Sales, CDTFA

RTP Investment Allocation

Transportation investment strategies can impact the transportation choices of low-income households and communities of color. A disproportionate allocation of resources for various investments can indicate a pattern of discrimination. In the 2020 EJ Technical Report, SCAG aimed to identify and address the Title VI and environmental justice implications of its planning processes and investment decisions, and utilized a benefit assessment method that considered to what extent various minority groups were receiving value from transportation investments. RTP/SCS expenditures were categorized by mode and then allocated to minority categories based on each group’s household usage share of these modes.

Figure 4 indicates that Connect SoCal investments will be distributed equitably on the basis of system usage for all racial and ethnic minority groups, generally in line with household share, tax burden, and transportation system usage. For Hispanics, the share of RTP/SCS investments (38%) is close to this group’s share of system usage (36%), close the overall share of households (37%), and all exceeds tax burden (34%). For Non-Hispanic Blacks, the share of RTP/SCS investments (8%) is in line with their system usage (7%) and exceeds the tax burden (6%). For Non-Hispanic Asians, the share of RTP/SCS investments (14%) closely mirrors the share of households (15%), system usage (15%), and tax burden (16%).

FIGURE 4. HOUSEHOLDS, SHARE OF TAX PAID, TRANSPORTATION SYSTEM USAGE AND INVESTMENT BY RACE/ETHNICITY



Source: Connect SoCal 2020 EJ Technical Report 2016 California Taxable Sales, CDTFA

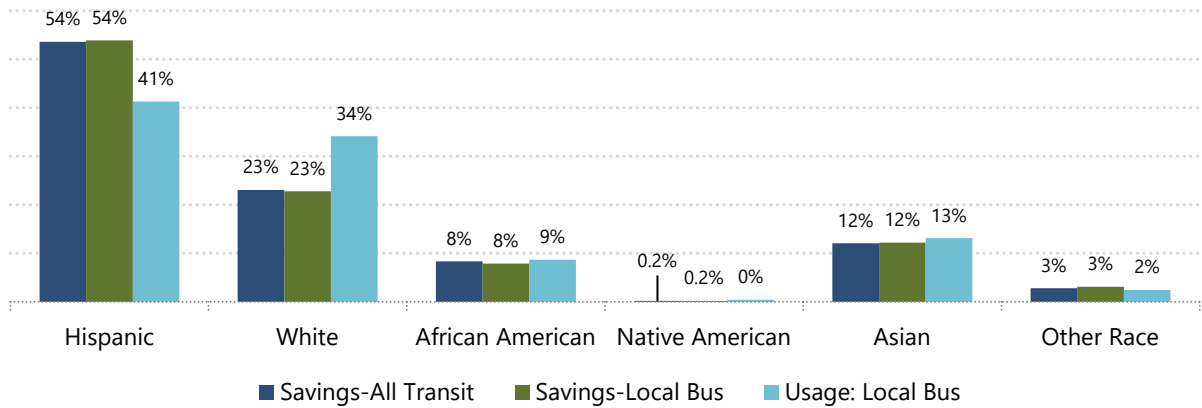
Mobility Benefits (Travel Time Savings)

SCAG analyzed travel time savings resulting from implementation of Connect SoCal investments to determine the share of benefits and burdens for the region’s minority groups. SCAG used the regional travel demand model to assess the distribution of travel time savings for both auto and transit trips that are expected to result from implementation of the plan investments, compared to the baseline or “no project” alternative. This was combined with associated mode usage that was identified for each TAZ in the region to estimate time savings for each minority group.

Figure 5 depicts the distribution of transit travel time and usage benefits by race/ethnicity. All groups are shown to receive a net benefit in travel time savings and usage. The percentages shown represent each group’s share of total regional benefits. Results are shown for local bus and for all transit. Household local bus usage presented previously in Table 2 is provided as a point of comparison.

The Hispanic share of total travel time savings for local bus is 54%, compared to their household local bus usage of 41%. Non-Hispanic Native Americans and Others show a similar pattern, where their share of transit travel time savings exceeds their share of local bus usage. While Non-Hispanic African Americans are estimated to receive 8% of local bus travel time savings, this is slightly less than their share of usage at 9%; similar trend is shown for Non-Hispanic Asians.

FIGURE 5. SHARE OF TRAVEL TIME SAVINGS AND USAGE BY RACE/ETHNICITY



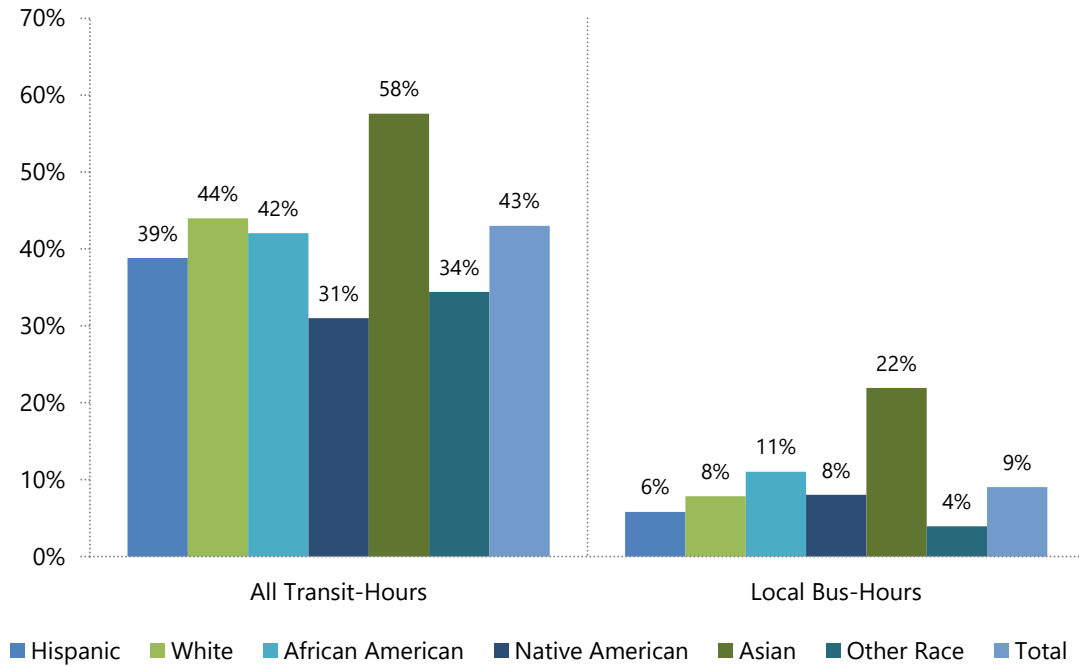
Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast; 2012 Household Travel Survey with 2016 Supplement

Figure 6 depicts the estimated improvement in travel time for each race/ethnicity. All groups are shown to receive a net benefit in travel time savings. The percentages shown represent the transit travel time savings that are estimated to result from implementation of Connect SoCal, compared to the baseline or “no project” alternative. Results are shown for local bus and for all transit. The percentage improvement for all groups in total is provided as a point of comparison.

With respect to local bus travel, Connect SoCal provides a 9% improvement in travel time benefits overall. Hispanics, Non-Hispanic Asians, Non-Hispanic Native Americans, and Non-Hispanic African Americans are estimated to also experience local bus travel time savings of 6% or higher.

With respect to all transit travel, the Connect SoCal provides a 43% improvement in travel time benefits overall. This disaggregates to 58% for Non-Hispanic Asians, 39% for Hispanics, 42% for Non-Hispanic African Americans, 31% for Non-Hispanic Native Americans, and 34% for Non-Hispanic Others.

FIGURE 6. TRAVEL TIME IMPROVEMENT BY RACE/ETHNICITY



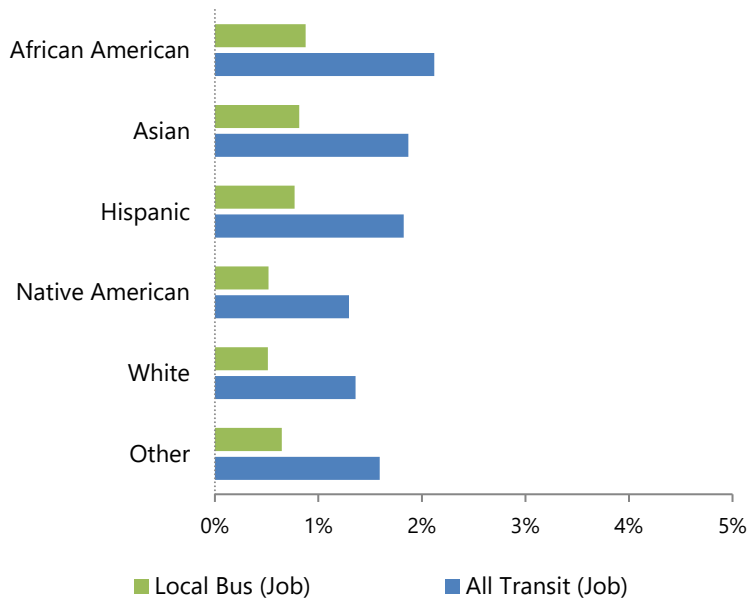
Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast

Accessibility Benefits (Access to Employment Opportunities)

Accessibility is a foundation for social and economic interactions and is measured by SCAG in terms of the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality and character of the activities at the destination sites. Travel costs, in terms of time and money, and destination choice are crucial. The lower the costs of travel, and the greater and more varied the destinations, the higher the level of accessibility. SCAG estimated accessibility to employment opportunities by calculating a regional average of the percentage of jobs that can be accessed within 30 minutes by auto or 45 on transit in Connect SoCal. This was calculated using origin-to-destination travel time matrices produced by the regional travel demand model to identify, for each TAZ, the universe of TAZs accessible within 30 minutes by auto and 45 minutes by transit modes. The total employment in these accessible TAZs was then calculated to determine the percentage share of total regional employment for each TAZ. Each TAZ’s racial/ethnic breakdown was also tabulated, allowing for an overall regional average accessibility by race/ethnicity to be calculated.

Figure 7 depicts the Connect SoCal average share of the region’s jobs that are accessible within 45 minutes by transit, by race/ethnicity. Results are shown for local bus and for all transit. For local bus, Hispanics, Non-Hispanic African American, and Non-Hispanic Asians experience accessibility ranging from 0.8 to 0.9%. Non-Hispanic Native Americans (0.5%) and Non-Hispanic Others (0.6%) experience a lower-than average accessibility for local bus and all transit. This may be primarily a function of residential location relative to the opportunities in surrounding areas. SCAG has identified that further research is needed to better understand the residential choices and built environment for these groups

FIGURE 7. ACCESS TO EMPLOYMENT OPPORTUNITIES (2016)

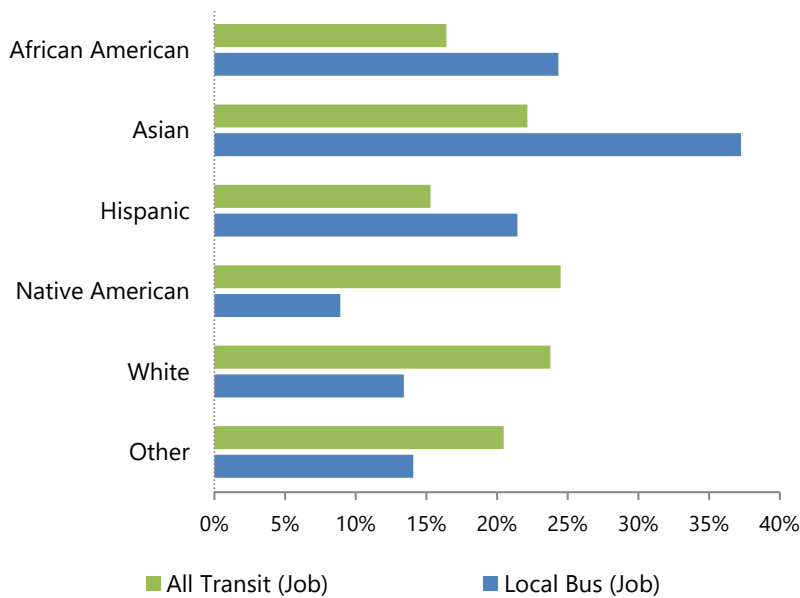


Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast

Figure 8 depicts the estimated improvement in accessibility to employment opportunities for each race/ethnicity. All groups are shown to receive a net benefit in accessibility. The percentages shown represent the accessibility improvements that are estimated to result from implementation of the RTP/SCS, compared to the baseline or “no project” alternative. Results are shown for local bus and for all transit. The percentage improvement for all groups in total is provided as a point of comparison.

For local bus, the average regional improvement in accessibility is 19.9% overall. Hispanics and Non-Hispanic Native Americans are estimated to experience a 15.2% improvement, while Non-Hispanic Asians see a 37.3% improvement and Non-Hispanic Blacks have a 24.3% improvement. The pattern is similar when looking at all transit, except for Non-Hispanic Blacks. For all transit, Non-Hispanic Blacks are estimated to experience a 16.4% improvement in accessibility, below the 20.4% average for the entire region. This may be because Non-Hispanic Blacks have the highest accessibility of all groups, at 2.1% compared to 1.7% for the entire region (as shown in Figure 7), therefore their rate of improvement may not be as high as for other groups.

FIGURE 8. ACCESSIBILITY IMPROVEMENT BY RACE/ETHNICITY



Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast

f) Description of the Procedures MPO Uses to Ensure Non-Discriminatory Pass-Through of FTA Financial Assistance

In compliance with the Circular, SCAG has prepared a description of the procedures it uses to pass through FTA financial assistance to subrecipients in a nondiscriminatory manner. SCAG passes federal funds to subrecipients without regard to race, color or national origin and assures that minority populations are not being denied the benefits of or excluded from participation in these programs.

SCAG does not currently administer any FTA discretionary grant programs. County Transportation Commissions (CTCs) in the SCAG region administer competitive selection processes for FTA programs for which SCAG is the designated recipient. The CTCs are all direct recipients of FTA program funds and as such are required to adopt Title VI programs and comply with the related requirements.

SCAG shall prepare and maintain, but not report unless requested by FTA, the following information, as applicable:

- A record of funding requests received from private non-profit organizations, state or local governmental authorities, and Indian tribes. The record shall identify those applicants that would use grant program funds to provide assistance to predominantly minority populations. The record shall also indicate which applications were rejected and accepted for funding.
- A description of how SCAG develops its competitive selection process and annual program of projects submitted to FTA as part of its grant applications. This description shall emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the

availability of funds, and ensuring the competitive process is not itself a barrier to selection of minority applicants.

- A description of SCAG’s criteria for selecting entities to participate in a FTA grant program.

g) Description of the Procedures the Agency Uses to Provide Assistance to Potential Subrecipients in a Non-Discriminatory Manner

In compliance with the Circular, SCAG has prepared a description of the procedures it uses to provide assistance to potential subrecipients applying for funding, including its efforts to assist applicants that would serve predominantly minority populations. To provide assistance to potential subrecipients on how to provide programs and services in a non-discriminatory, SCAG uses the following procedures:

- Provide each applicant with SCAG’s notice to the public informing people of their rights under Title VI.
- Provide each applicant with SCAG’s procedures on how to file a Title VI complaint.
- Provide technical assistance and education to applicants with regards to any Title VI question.
- Reply to questions during the application process in a manner that does not give an applicant an advantage over other applicants.
- Provide relevant Title VI demographic information or data to applicants as requested.

APPENDIX A

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI NON-DISCRIMINATION

POLICY STATEMENT

October XX, 2023

Title VI of the Civil Rights Act of 1964 states:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Southern California Association of Governments is committed to complying with the requirements of Title VI in all of its programs and activities.

Kome Ajjise
Executive Director

APPENDIX B

NOTIFYING THE PUBLIC OF RIGHTS UNDER TITLE VI SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

As a direct recipient of Federal funds, the Southern California Association of Governments (SCAG) is committed to complying with the requirements of Title VI in all of its programs and activities. SCAG operates its program and services without regard race, color, national origin, sex, age, or disability in accordance with Title VI. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SCAG.

For more information on SCAG's Title VI Program, and the procedures to file a complaint, please visit our website at: <https://scag.ca.gov/title-vi>; contact (213) 236-1895; or visit our office at 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

A complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

If information is needed in another language, contact (213) 236-1895.

Si se necesita informacion en otro idioma, llame (213) 236-1895.

如果你需要用另一種語言獲取此信息，請聯繫 (213) 236-1895.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895 에게 연락하시기 바랍니다.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng các ngôn ngữ khác, xin liên lạc với (213) 236-1895.

**NOTIFICACIÓN PARA EL PÚBLICO SOBRE
LOS DERECHOS DE ACUERDO CON LO QUE DISPONE EL TÍTULO VI
(TITLE VI, SEGÚN SUS SIGLAS EN INGLÉS)
ASOCIACIÓN DE GOBIERNOS DEL SUR DE CALIFORNIA**

Como beneficiaria directa de los fondos Federales, la Asociación de Gobiernos del Sur de California (SCAG) se compromete a cumplir con los requisitos del Título VI en todos sus programas y actividades. SCAG opera su programa y servicios sin importar cuál sea la raza, color, origen nacional, sexo, edad o discapacidad de acuerdo con lo que dispone el Título VI. Toda persona que crea que ha sido ofendida por alguna práctica ilegal de discriminación de acuerdo con lo que estipula el Título VI puede presentar una queja ante SCAG.

Si desea más información sobre el Programa del Título VI de SCAG, así como los procedimientos para presentar una queja, por favor visite nuestro sitio web en: <https://scag.ca.gov/title-vi>; llame al (213) 236-1895; o visite nuestra oficina principal en 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

Toda persona que quiera presentar una queja puede hacerlo directamente ante la Administración Federal de Tránsito en la Oficina de Derechos Civiles, dirigiéndola a Title VI Program Coordinator (Coordinador del Programa del Título VI), East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, D.C. 20590.

Si necesita información en otro idioma, llame al (213) 236-1895.

《民權法》第六章公共通知南加州大都市協會

作為一個直接接收聯邦政府撥款的組織，南加州大都市協會（“協會”）承諾協會的所有規劃，方案，活動會遵守《民權法》第六章的規定。協會指定的規劃，運作方案，以及提供的行政服務嚴格遵守《民權法》第六章關於禁止考慮種族，膚色，或出生地為由的歧視。任何人如果相信他/她的權益有受到歧視行為的侵害，違反的《民權法》第六章的規定可以向協會提出控訴。

想要更多了解協會《民權法》第六章的執行方案，以及如何向協會提出違反法案的控訴，可以登錄我們的網站：<https://scag.ca.gov/title-vi>；撥打我們的電話

(213) 236-1895；或者訪問我們的辦公室（地址：900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017）。

控訴人也可以直接將控訴提交給美國運輸部，民權辦公室，第六章權益法案協調人。地址：

Office of Civil Rights
Attention: Title VI Program Coordinator East Building, 5th Floor-TCR
1200 New Jersey Ave., SE
Washington, D.C. 20590

如果您需要將此通知翻譯成其他語言，請撥打（213）236-1895。

민권법 6장에 의거한 권리에 대한 공지 남캘리포니아정부연합 (SCAG)

1964년 민권법 제6장은 미국에서는 어떤 사람도 인종, 피부색, 국적으로 인해 연방정부가 재정지원을 하는 제반 프로그램 및 업무활동의 참여에서 제외되거나, 그 혜택을 거부당하거나, 차별을 받아서는 아니된다고 규정하고 있습니다.

SCAG은 연방자금을 직접 지원받는 기관으로서, 민권법 제6장의 규정을 준수할 의무가 있습니다. SCAG은 제반 프로그램 및 업무활동을 수행함에 있어서 인종, 피부색, 국적, 성별, 나이, 장애 등을 고려하지 않습니다. SCAG의 제반 프로그램 및 업무활동의 수행과 관련하여, 불법적인 차별을 경험한 자는 민권법 제6장에 의거하여 SCAG에 불만사항을 접수할 수 있습니다.

SCAG의 민권법 제6장 프로그램과 불만사항의 제출요령 등에 대한 자세한 내용은 SCAG 웹사이트 (<https://scag.ca.gov/title-vi>) 를 방문하거나, (213) 236-1895로 문의할 수 있으며, SCAG의 본부사무실 (900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017) 을 방문하여서 구할 수 있습니다.

불만사항은 연방대중교통청 (Federal Transit Administration)의 민권담당부서(Office of Civil Rights)에 직접 접수할 수도 있으며, 접수처는 다음과 같습니다: Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895로 연락하시기 바랍니다.

THÔNG BÁO CHO CÔNG CHÚNG VỀ CÁC QUYỀN ĐƯỢC HƯỞNG THEO TITLE VI HIỆP HỘI CÁC CHÍNH PHỦ NAM CALIFORNIA

Là một tổ chức trực tiếp nhận ngân quỹ Liên Bang, Hiệp Hội Các Chính Phủ Nam California (SCAG) cam kết theo đúng những đòi hỏi của Title VI trong tất cả những chương trình và hoạt động của mình. Tuân thủ Title VI, SCAG điều hành những chương trình và dịch vụ của mình không phân biệt chủng tộc, màu da, nguồn gốc quốc gia, giới tính, tuổi tác, hoặc tình trạng khuyết tật. Bất cứ người nào tin tưởng rằng mình đã bị thiệt hại bởi bất kỳ một hành vi kỳ thị bất hợp pháp nào theo Title VI đều có thể nộp một đơn khiếu nại với SCAG.

Muốn biết thêm chi tiết về Chương Trình Title VI Program của SCAG, cùng những thủ tục nộp một đơn khiếu nại, xin vui lòng thăm trang mạng của chúng tôi tại: <https://scag.ca.gov/title-vi>; xin liên lạc (213) 236-1895; hay thăm văn phòng chính của chúng tôi tại 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

Người Khiếu Nại cũng có thể nộp thẳng một đơn khiếu nại với Cơ Quan Liên Bang Federal Transit Administration bằng cách nộp một đơn khiếu nại cho Văn Phòng Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng một ngôn ngữ nào khác, xin liên lạc với (213) 236-1895.

APPENDIX C

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI COMPLAINT PROCEDURES

As a recipient of federal funds from the Federal Highway Administration and the Federal Transit Administration, the Southern California Association of Governments (SCAG) is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, national origin, sex, age, or disability, as provided in Title VI of the Civil Rights Act and Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time.

SCAG is committed to:

- Ensuring that the level and quality of regional planning is provided without regard to race, color, national origin, sex, age, or disability;
- Identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Integrating into its activities an analytical process that identifies the benefits and burdens of its investments on different socioeconomic groups, identifying imbalances and responding to the analyses produced;
- Promoting the full and fair participation of individuals in low income and minority communities in regional planning and programming decision making;
- Addressing as appropriate the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensuring meaningful access to programs and activities by persons with limited English proficiency.

SCAG's Executive Director and staff are responsible for carrying out SCAG's commitment to Title VI. Specifically, SCAG's Chief Counsel shall serve as SCAG's Title VI Compliance Officer and is responsible for overseeing SCAG's Title VI-related activities, including the receipt and investigation of any Title VI complaints.

The process for addressing a Title VI complaint is as follows:

1. Submission of Complaint: Any person who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, sex, age, or disability, or has been subjected to discrimination prohibited under Title VI may file a written complaint with SCAG using the appropriate complaint form, a copy of which is attached as Exhibit 1 to these procedures. A complaint may also be filed by a representative on behalf of such a person. All complaints must be referred to SCAG's Chief Counsel, serving as the agency's Title VI Compliance Officer, for review and action.
 - a) Such complaint must be filed within sixty (60) calendar days after the date of the alleged act of discrimination.
 - b) Complaints shall be in writing and shall be signed by the Complainant and/or the Complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances

surrounding the alleged discrimination. At a minimum, the complaint shall include the following information:

- c) Name, mailing address, and how to contact the complainant (i.e. telephone number, email address, etc.).
 - d) Basis of complaint (i.e., race, color, or national origin).
 - e) Date of alleged discriminatory act(s).
 - f) How, when, where and why Complainant alleges he or she was discriminated against. Include the location, names and contact information of any witnesses.
 - g) Other significant information.
2. **Review of Complaint:** Within ten (10) calendar days of receipt of the complaint, SCAG's Chief Counsel shall inform the Complainant in writing of the proposed action to process the complaint and advise the Complainant of other avenues of redress, such as submitting complaint with Federal Transit Administration. The Chief Counsel shall also inform SCAG's Executive Director of receipt of the complaint. Thereafter, the Chief Counsel shall investigate the Complaint, or authorize the conduct of an investigation of the Complaint. Review of the complaint shall be completed no later than sixty (60) calendar days after the date SCAG received the complaint. If more time is required, the Chief Counsel shall notify the Complainant of the estimated time-frame for completing the review. Upon completion of the review of the complaint, the Chief Counsel shall issue SCAG's written response to the Complainant, addressing the merits of the complaint and if applicable, recommending any improvements to SCAG's processes relative to Title VI, as appropriate.
 3. **Request for Reconsideration:** If the Complainant disagrees with the written response by SCAG's Chief Counsel, he or she may request reconsideration by submitting a written request for reconsideration to SCAG's Executive Director within fourteen (14) calendar days of the date of the written response. The request for reconsideration shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the Chief Counsel. The Executive Director will notify the Complainant of his or her decision either to accept or reject the request for reconsideration within ten (10) calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be re-evaluated by the Executive Director or his or her designee, and a written determination shall be made within thirty (30) days of the Executive Director's acceptance of the request for reconsideration.
 4. **Submission of Complaint to the Federal Transit Administration:** If the Complainant is dissatisfied with SCAG's resolution of the Title VI complaint, he or she may also submit a complaint to the Federal Transit Administration for investigation. In accordance with Chapter IX, Complaints, of FTA Circular 4702.1B, such a complaint must be submitted within 180calendar days after the date of the alleged discrimination. Chapter IX of the FTA Circular 4702.1B, which outlines the complaint process to the Federal Transit Administration, may be obtained by requesting a copy from SCAG's Chief Counsel at (213) 236-1920.

If information is needed in another language, contact (213) 236-1895.

Si se necesita informacion en otro idioma, llame (213) 236-1895.

如果你需要用另一種語言獲取此信息，請聯繫 (213) 236-1895.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895 에게 연락하시기 바랍니다.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng các ngôn ngữ khác, xin liên lạc với (213) 236-1895.

EXHIBIT 1 – SCAG TITLE VI COMPLAINT FORM

Name _____

Address _____

City _____ State _____ Zip Code _____

Home Telephone Number _____

Work Telephone Number _____

Email Address _____

Were you discriminated against because of:

Race Color National Origin Sex

Age Disability Other _____

1. Date of Alleged Incident: _____

2. Please explain as clearly as possible what happened and how you were discriminated against. Indicate the location and who was involved. Be sure to include the names and contact information of any witnesses. If more space is needed, please attach additional pages or use the back of this form.

4. Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?

Yes No

If yes, please check all that apply:

___ Federal Agency ___ Federal Court ___ State Agency

___ State Court ___ Local Agency

Please provide information about a contact person of the agency or court where the complaint was filed:

Name _____

Address _____

City, State Zip Code _____

Telephone Number _____

5. Will you be representing yourself in this complaint? [] Yes [] No

If no, please provide information about the person who will be serving as your representative in this complaint:

Name _____

Address _____

City, State Zip Code _____

Telephone Number _____

Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Signature _____

Date _____

Please mail or submit this form to:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

SOCIACIÓN DE GOBIERNOS DEL SUR DE CALIFORNIA PROCEDIMIENTOS PARA QUEJAS RELACIONADAS CON EL TÍTULO VI (TITLE VI, SEGÚN SUS SIGLAS EN INGLÉS)

Como beneficiaria de fondos federales de la Administración Federal de Carreteras y la Administración Federal de Tránsito, la Asociación de Gobiernos del Sur de California (SCAG), de acuerdo con lo que dispone el Título VI de la Ley de Derechos Civiles y el Título 49 del Código de Reglamentos Federales, Parte 21, así como cualquier enmienda que se le haga en el futuro, se compromete a asegurar que no se le excluya a ninguna persona de que participe, se le nieguen los beneficios o se le discrimine en sus proyectos, programas o actividades debido a su raza, color, origen nacional, sexo, edad o discapacidad.

SCAG se compromete a:

- Asegurar que se proporcione el nivel y la calidad de planificación regional sin importar la raza, color, origen nacional, sexo, edad o discapacidad;
- Identificar y hacer frente, según sea apropiado, a los efectos desproporcionadamente altos y adversos en la salud de los seres humanos y del medio ambiente, incluyendo los efectos socioeconómicos de los programas y las actividades tanto en las poblaciones de minorías como en poblaciones de bajos ingresos.
- Integrar en sus actividades un proceso analítico que identifique los beneficios y el impacto negativo de sus inversiones en diferentes grupos socioeconómicos, identificando los desequilibrios y respondiendo a los análisis producidos;
- Promover la participación plena y justa de los individuos de las comunidades de minorías y de bajos ingresos en la planificación regional y en la programación de la toma de decisiones;
- Atender, según se considere apropiado, el problema de que se nieguen, reduzcan o retrasen los beneficios relacionados con los programas y actividades que benefician a las poblaciones de minoría o las poblaciones de bajos ingresos; y
- Garantizarles a todas las personas con dominio limitado del inglés un acceso significativo a los programas y actividades.

El Director Ejecutivo y el personal de SCAG son responsables de cumplir el compromiso que SCAG tiene hacia el Título VI. Específicamente, el Abogado en Jefe de SCAG fungirá como el Funcionario de Cumplimiento del Título VI de SCAG y tiene la responsabilidad de supervisar las actividades de SCAG relacionadas con el Título VI, incluyendo el recibir y realizar la investigación de cualquier queja bajo este Título.

El proceso para atender una queja del Título VI es la siguiente:

1. Presentación de la Queja: Toda persona, ya sea individualmente o como miembro de un grupo de personas, que sienta que, debido a su raza, color, origen nacional, sexo, edad o discapacidad, ha sido sometida a discriminación que prohíbe el Título VI puede presentar una queja ante SCAG usando el formulario apropiado para quejas que se adjunta a estos procedimientos como Anexo 1. Una queja también puede ser presentada por un representante en nombre de dicha persona. Todas las quejas deberán ser remitidas al Abogado en Jefe de SCAG, que fungirá como el Funcionario de Cumplimiento del Título VI de la agencia, para revisar la queja.
 - a) Dicha queja deberá ser presentada dentro de sesenta (60) días calendario después de la fecha del supuesto acto de discriminación.
 - b) Las quejas deberán hacerse por escrito y estar firmadas por el Querellante o persona que esté presentando la queja y/o su representante. Las quejas deberán exponer tan detalladamente como sea posible los hechos y circunstancias en torno a la supuesta discriminación. Como mínimo, la queja deberá incluir la siguiente información:
 - c) Nombre, dirección postal, y cómo comunicarse con el Querellante (por ejemplo, número de teléfono, correo electrónico, etc.).
 - d) Base de la queja (por ejemplo, raza, color o nacionalidad).
 - e) Fecha de los supuestos actos de discriminación.
 - f) Cómo, cuándo, dónde y por qué el Querellante afirma que se le ha discriminado. Incluir el lugar, los nombres e información para contactar a cualquiera de los testigos.
 - g) Otra información importante.
2. Revisión de la Queja: Dentro de los diez (10) días calendario de haber recibido la queja, el Abogado en Jefe de SCAG le informará por escrito al Querellante la acción propuesta para procesar la queja y asesorará al Querellante sobre otras avenidas para rectificarla, como presentar la queja en la Administración Federal de Tránsito. El Abogado en Jefe también informará al Director Ejecutivo de SCAG que se ha recibido una queja. A partir de ahí, el Abogado en Jefe investigará la queja o autorizará que se lleve a cabo una investigación de la misma. La revisión de la queja se deberá finalizar a más tardar sesenta (60) días calendario después de la fecha en la que SCAG la haya recibido. Si se requiere más tiempo, el Abogado en Jefe notificará al Querellante cuál es el período de tiempo estimado para que se termine la revisión. Una vez terminada la revisión de la queja, el Abogado en Jefe enviará por escrito la respuesta de SCAG al Querellante, abordando los méritos de la queja y, si corresponde, recomendando cualquier mejora a los procesos de SCAG en relación con el Título VI.
3. Petición para Reconsideración: Si el Querellante no está de acuerdo con la respuesta por escrito dada por el Abogado en Jefe de SCAG, el Querellante puede solicitar una reconsideración al Director Ejecutivo de SCAG dentro de catorce (14) días calendario a partir de la fecha de la respuesta por escrito. La petición para la reconsideración deberá estar lo suficientemente detallada de manera que incluya cualquier concepto que el Querellante considere que no haya entendido totalmente el Abogado en Jefe. El Director Ejecutivo le notificará al Querellante su decisión de aceptar o rechazar la petición para la reconsideración dentro de diez (10) días calendario. En casos en los que el Director Ejecutivo esté de acuerdo en reconsiderar, el asunto será reevaluado por el Director Ejecutivo o su designado, y se hará una determinación por escrito dentro de treinta (30) días de que el Director Ejecutivo acepte la petición para reconsideración.
4. Presentación de la Queja ante la Administración Federal de Tránsito: Si el Querellante no está satisfecho con la resolución de la queja del Título VI a la que llegó SCAG, puede presentar una queja a la Administración Federal de Tránsito para que se investigue. De acuerdo con el Capítulo IX, Quejas, de la

Circular 4702.1B de FTA, dicha queja deberá ser presentada dentro de 180 días calendario después de la fecha de la supuesta discriminación. Se puede obtener el Capítulo IX de la Circular 4702.1B de FTA, que describe el proceso de queja ante la Administración Federal de Tránsito, solicitando una copia al Abogado en Jefe de SCAG llamando al (213) 236-1920.

Si se necesita información en otro idioma, llame al (213) 236-1895.

ANEXO 1 – FORMULARIO DE SCAG PARA QUEJAS RELACIONADAS CON EL TÍTULO VI

Nombre _____

Dirección _____

Ciudad _____ Estado _____ Zona Postal _____

Número de Teléfono del Hogar _____

Número de Teléfono del Trabajo _____

Correo electrónico _____

1. Lo discriminaron debido a:

- Raza Color Origen Nacional Sexo
 Edad Discapacidad Otro _____

2. Fecha del Supuesto Incidente: _____

3. Por favor explique tan claramente como sea posible lo que pasó y de qué manera lo discriminaron. Indique el lugar y quién estuvo involucrado. Asegúrese de incluir los nombres y la información para contactar a cualquier testigo. Si necesita más espacio, por favor adjunte páginas adicionales o use la parte de atrás de este formulario.

4. ¿Ha presentado esta queja ante alguna otra agencia federal, estatal o local, o ante un tribunal federal o estatal?

- Sí No

Si la respuesta es sí, por favor marque todo lo que corresponda:

___ Agencia Federal ___ Tribunal Federal ___ Agencia Estatal

___ Tribunal Estatal ___ Agencia Local

Por favor proporcione información sobre la persona a quien tiene que contactar en la agencia o tribunal en donde se presentó la queja.

Nombre _____

Dirección _____

Ciudad, Estado y Zona Postal _____

Número de Teléfono del Hogar _____

6. ¿Se representará usted mismo en esta queja? [] Sí [] No

Si la respuesta es no, por favor proporcione información sobre la persona que será su representante en esta queja:

Nombre _____

Dirección _____

Ciudad, Estado y Zona Postal _____

Número de Teléfono del Hogar _____

Por favor firme a continuación. Puede adjuntar cualquier material por escrito u otra información que piense que es relevante para su queja.

Firma _____

Fecha _____

Por favor envíe por correo o presente este formulario en:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

南加州政府協會 (SCAG)

美國聯邦民權法案第六條(TITLE VI)投訴程序

作為聯邦公路管理局(FHWA)和聯邦公共交通管理局(FTA)的聯邦基金接受者，南加州政府協會(SCAG)致力確保在其項目、計劃或活動中沒有對任何種族、膚色、國籍、性別、年齡或殘疾、的歧視、包括排除參加和忽視他們的自身利益。這些法律要求出自美國民權法案第六條(Title VI) 和聯邦管理法規(Code of Federal Regulations) 第21部分第49條，同時這些法律要求會不定時的修改。

南加州政府協會承諾：

- 保證提供區域規劃的水平和質量，不涉及種族、膚色、國籍、性別、年齡或殘疾；
- 恰當地鑑別和表達不成比例的、高度改變個人健康和環境影響的項目或者活動，包括對於少數裔族和低收入人群的社會經濟和環境影響；
- 綜合分析過程，辨認其投資對於不同社會經濟群體的益處及負擔，辨認不平衡影響，以及對這些分析結果的應對方案；
- 鼓勵低收入和少數裔族積極和公平參與區域規劃和項目決策的討論；
- 恰當地表達對於低收入和少數裔族有益處的項目和活動的否決、減少和延遲；
- 保證英文水平不佳者能夠有多樣化的途徑了解項目和活動。

南加州政府協會的執行官和工作人員有責任落實對於美國民權法案第六條(Title VI)的承諾。具體來說，南加州政府協會的首席法律顧問將承擔監督第六條投訴程序相關的行為，包括接待和調查第六條投訴程序的投訴者。

Title VI投訴程序的實施流程如下：

1. **提交投訴**：任何個人或組織代表，種族、膚色、國籍、性別、年齡或殘疾而受到南加州政府協會的歧視，可以填寫並提交該機構的VI條規定投訴表（見附表1）。投訴也可以由代理人提交。所有投訴必須提交給南加州政府協會首席律師、同時也是協會Title VI投訴的管理官員、來審理和批復所有投訴。
 - (a) 投訴必須在認為被歧視發生後60日內提交。
 - (b) 投訴必須由投訴人或代理人親筆填寫並簽字。投訴人應盡可能詳細描述歧視發生的事實和環境。投訴應至少包含以下內容：
 - (1) 姓名，地址以及聯繫方式（電話號碼，電子郵箱等）。
 - (2) 主要投訴內容（種族，膚色或民族血統）。
 - (3) 指控的歧視事件發生時間。
 - (4) 時間，地點，方式以及為何此投訴認為當事人被歧視對待。應包含任何目擊證人的地址，姓名和聯繫方式。

2. **投訴審理**：在收到投訴的10日內，南加州政府協會的首席律師應以書面形式通知投訴人關於投訴的建議處理方案，並提供給投訴人其他投訴方式，如向聯邦公共交通管理局提起投訴。首席律師還將此投訴通知南加州政府協會的執行官。此後，首席律師將直接或者授權其他工作人員對投訴者的投訴進行調查。投訴審理必須在南加州政府協會收到投訴後60天內完成。如需延期，南加州政府協會的首席律師將通知投訴人預估的審理完成時間。在投訴審理完成的基礎上，首席律師將向投訴人發出南加州政府協會書面回復。如可能，說明投訴的益處並適時地介紹SCAG遵循TitleVI過程的改進方法。
3. **投訴復議**：如果不接受南加州政府協會首席律師提供的書面回復，投訴人可以在書面回復日期之後的14天內以書面形式向南加州政府協會的執行官提出投訴復議請求。投訴復議請求應詳細包含任何投訴人認為未被首席律師理解的細節。執行官將在10日內通知投訴人接受或拒絕投訴復議請求的決定。如果執行官同意接受復議請求，此投訴將由執行官和或執行官授權人重新審理。審理結果應以書面形式在執行官接受復議請求的30天內給出。
4. **投訴提交至聯邦公共交通管理會**：如果對南加州政府協會的處理結果不滿意，投訴人可以向聯邦公共交通管理局（FTA）提起投訴。根據聯邦公共交通管理局Circular 4702.1B第IX章中對投訴人的規定，投訴人必須在指控的歧視事件發生180天內提起投訴。投訴到聯邦公共交通管理局的流程，寫在FTA Circular 4702.1B的第IX章，投訴人可以通過撥打南加州政府協會首席律師的電話（213）236-1928 獲得流程複印件。

如果需要另一種語言的信息，請聯繫 (213) 236-1895.

附件1 南加州政府協會第六條投訴程序表格

姓名 _____

地址 _____

城市 _____ 州 _____ 郵編 _____

家庭電話 _____

工作電話 _____

電子郵件 _____

1. 是因為 _____ 被歧視

- 種族
- 膚色
- 國籍
- 性別
- 年齡
- 殘疾
- 其他 _____

2. 發生的時間 _____

3. 請盡可能清楚地解釋發生了什麼和您是如何被歧視對待的。說明地點和誰牽涉其中。請包含姓名和聯繫方式包括任何目擊者。如果需要更多的空間，請另外加紙，或使用這張表格的背面。

4. 您是否有向其他任何聯邦、政府或者當地機構，或是任何聯邦或者州法院投訴？

- 是
- 否

Attachment: SCAG 2023 Title VI Program (Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program)

如果是，請在下面合適處打勾

_____ 聯邦機構 _____ 聯邦法院 _____ 州機構

_____ 州法院 _____ 當地機構

請提供關於您投訴的機構或者法院聯繫人的信息：

姓名 _____

地址 _____

城市、州和郵編 _____

電話 _____

5. 您是否願意在這次投訴中代表您自己？

是 否

如果否，請提供您代理人的信息姓名 _____

地址 _____

城市、州和郵編 _____

電話 _____

請在下方簽名。您可以提供任何書面材料或者其他您認為和投訴相關的材料。

簽名 _____ 日期 _____

請郵寄或者提交此表格到

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

남캘리포니아정부연합 (SCAG) 민권법 6장 불만 처리 과정

남캘리포니아정부연합 (SCAG)은 연방고속도로청 및 연방대중교통청 (The Federal Highway Administration and the Federal Transit Administration) 의 연방자금을 지원받는 기관으로서, 수시로 개정될 수 있는 민권법 제6장과 연방규정집 타이틀제49장 (Title 49, Code of Federal Regulations) 파트 21에 의거하여 어느 누구도 인종, 피부색, 국적, 인종, 피부색, 국적, 성별, 연령 또는 장애, 의하여 제반 프로젝트와 프로그램 및 업무활동 등의 참여로부터 제외되거나, 그 혜택을 거부당하거나, 차별을 받지 아니하도록 보장하여야 합니다.

SCAG은 다음과 같은 사항을 보장하여야 합니다.

- 인종, 피부색, 출신 국가에 관계없이 수준 높은 지역계획을 제공함.
- 과도하게 주민의 건강을 해치고 지역의 환경을 오염시키는 경우를 확인하고 적절하게 대처하여야 함. 특히, SCAG 프로그램 및 업무활동에 따른 소수 인종 및 저소득층의 사회적 및 경제적 영향을 포함함.
- 공공투자가 여러 사회 경제적 집단에 미치는 편익과 부담을 계산하는 분석과정을 주요 업무활동의 하나로 간주하고, 편익과 부담의 불균형을 확인하며, 분석결과에 대하여 적절하게 대처함.
- 지역 계획 및 프로그램 의사 결정시에는 저소득층 및 소수 민족 사회의 완전하고 공정한 개인 참여를 촉진함.
- 소수 인종 및 저소득층 혜택 프로그램 및 업무활동과 관련한 혜택의 거부, 축소, 또는 지연에 대하여 적절하게 대처함.
- 영어 능력이 제한된 사람들이 제반 프로그램과 업무활동에 대하여 실질적인 접근이 가능하도록 함.

SCAG의 Executive Director (ED) 와 직원들은 민권법 제6장에 대한 SCAG의 책무를 이행할 책임이 있습니다. 특히, SCAG의 수석법률고문 (Chief Counsel) 은 SCAG의 민권법 제6장

준법담당관의 역할과 더불어 민권법 제6장과 관련한 불만 접수 및 조사를 포함한 SCAG의 제반 업무를 책임집니다.

민권법 제6장과 관련한 불만 처리 절차는 다음과 같습니다.

1. 불만사항 제출: 개인적으로나 한 집단의 구성원으로서 민권법 제6장에서 금지하고 있는 인종, 피부색 또는 출신 국가, 성별, 나이, 장애에 대한 차별을 겪은 이는 남녀를 불문하고 누구나 SCAG에서 제공하는 제출양식을 이용하여 이의를 제기할 수 있습니다. 해당 양식의 사본은 부록1에 첨부되어 있습니다. 불만사항은 대리인이 대신하여 신청할 수 있습니다. 모든 불만사항은 검토 및 조치를 위하여 SCAG의 민권법 제6장 준법담당관인 SCAG의 수석법률고문에게 문의하여야 합니다.
 - a. 불만사항은 차별의 혐의가 있는 날로부터 60일 이내에 제출되어야 합니다.
 - b. 불만사항은 서면으로 제출되어야 하며, 신청인 또는 신청인의 대표자의 서명이 필요합니다. 불만사항은 차별에 대한 정황이 가능한 한 자세하게 명시되어야 합니다. 최소한 불만사항은 다음과 같은 정보가 포함되어야 합니다.
 - i. 이름, 주소, 연락처 (예, 전화번호, 이메일주소 등)
 - ii. 불만사항 종류 (예, 인종, 피부색, 국적, 성별, 연령 또는 장애)
 - iii. 차별 행위 발생 날짜
 - iv. 차별 행위가 발생한 경로, 장소 및 차별이라 생각하는 이유. 가능하다면 목격자의 장소, 이름, 연락처 포함
 - v. 기타 중요한 정보

불만사항의 검토: 불만사항 접수 후 10 일 이내에 SCAG의 수석법률고문은 신청인에게 불만사항 처리를 위해 제안된 조치를 서면으로 통보해야하고, 연방 대중교통청에 불만사항을 제출하는 등 시정의 다른 방안을 조언할 수 있습니다. 수석법률고문은 또한 SCAG의 ED에게 불만사항 접수를 통보해야합니다. 그 후, 수석법률고문은 불만사항을 조사하거나 불만사항에 대한 조사의 수행을 승인하여야 합니다. 불만사항의 검토는 SCAG이 불만사항을 접수받은 날로부터 60 일 이내에 완료되어야 합니다. 더 많은 시간이 필요한 경우, 수석법률고문은 신청인에게 검토 완료 예상 시간을 통지하여야합니다. 불만사항 검토가 완료되면, 수석법률고문은 신청인에게 불만 접수에 대한 이점을 강조하거나, 민권법 제6장과 관련한 SCAG의 처리절차 개선에 대한 권고사항 등을 포함하여 서면으로 답변합니다.

2. 재검토 요청: 신청인이 SCAG의 수석법률고문에 의한 서면으로 답변한 내용에 동의하지 않을 경우, 서면 답변의 날짜로부터 14 일 이내에 SCAG의 ED에게 재심 요청을 서면으로 제출하여 재검토를 요청할 수 있습니다. 재심 요청은 신청인이 수석법률고문의 답변에 의해 이해되지 않은 모든 항목을 포함하여 상세히 열거해야 합니다. ED는 10 일 이내에 재심 요청을 수락하거나 거부한다는 자신의 결정을 신청인에게 통지할 것입니다. ED가 재고하기로 동의한 경우, 불만사항은 ED 또는 ED가 지정한 이에 의하여 재평가될 것입니다. 서면 결정은 재심 요청이 ED의 재심 요청 승인 후 30 일 이내에 이루어져야 합니다.
3. 연방대중교통청에 불만사항 제출: 신청인이 SCAG의 민권법 제6장 불만 결정에 대하여 불만족할 경우, 연방대중교통청에 불만사항 조사를 접수할 수 있습니다. FTA Circular 4702.1B 9장에 따르면, 불만사항은 차별이 발생한 날로부터 180일 이내에 제출되어야 합니다. FTA Circular 4702.1B 9장에는 연방대중교통청의 불만 처리가 기술되어 있으며, SCAG의 수석법률고문 (213-236-1928)에게 사본을 요청할 수 있습니다.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895로 연락하시기 바랍니다.

부록 1 – SCAG 민권법 6장 불만 접수 양식

이름 _____

주소 _____

도시 _____ 주 _____ 우편번호 _____

주택전화번호 _____

직장전화번호 _____

이메일 주소 _____

1. 당신의 불만사항은 다음 중 어느 것에 해당합니까?

- 인종 피부색 국적 성별
- 연령 장애 기타 _____

2. 사건이 발생한 날짜: _____

3. 가능한 한 명확하게 어떤 차별을 어떻게 겪었는지 기술하여 주십시오. 해당 차별 발생 장소와 누가 관계되어 있는지를 기술하여 주십시오. 가능하다면 목격자의 이름과 연락처를 같이 기재해 주십시오. 기재공간이 부족한 경우, 해당 양식의 뒷면을 이용하여 추가적으로 기재하여 주십시오.

Attachment: SCAG 2023 Title VI Program (Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program)

- 4. 해당 불만사항을 다른 연방, 주, 지방정부기관, 혹은 다른 연방, 주법원에 신고한 적이 있습니까?
 네 아니오

만약 맞다면, 해당 항목에 체크하여 주십시오.

_____ 연방정부기관 _____ 연방법원 _____ 주정부기관
 _____ 주법원 _____ 지방정부기관

불만사항을 접수한 기관 혹은 법원의 담당자 정보를 기재하여 주십시오.

이름 _____ 주소 _____

도시, 주, 우편번호 _____ 전화번호 _____

- 5. 신청자가 불만사항 접수자 본인입니까?
 네 아니오

만약 본인이 아니라면, 불만사항 접수자의 대리인 정보를 아래에 기재하여 주십시오.

이름 _____

주소 _____

도시, 주, 우편번호 _____

전화번호 _____

다음 서명란에 서명하여 주십시오. 불만사항과 관련한 서면자료와 다른 기타 정보를 첨부할 수 있습니다.

서명 _____ 날짜 _____

다음의 주소로 제출하여 주십시오:

Chief Counsel/Title VI Compliance Officer
 Southern California Association of Governments
 900 Wilshire Blvd., Suite 1700
 Los Angeles, CA 90017

HIỆP HỘI CÁC CHÍNH PHỦ NAM CALIFORNIA THỦ TỤC KHIẾU NẠI TITLE VI

Là một tổ chức nhận ngân quỹ liên bang từ Cơ Quan Liên Bang Federal Highway Administration và Cơ Quan Liên Bang Federal Transit Administration, Hiệp Hội Các Chính Phủ Nam California (SCAG) cam kết bảo đảm rằng trong những kế hoạch, chương trình hoặc hoạt động của Hiệp Hội, sẽ không có một ai bị loại ra không được tham dự, bị từ chối quyền lợi, hoặc bị đối xử kỳ thị, do những lý do chủng tộc, màu da, nguồn gốc quốc gia, giới tính, tuổi tác, hoặc tình trạng khuyết tật, như đã được quy định trong Title VI của Bộ Luật Civil Rights Act và Title 49, Code of Federal Regulations, Part 21, ngay cả khi có thể những điều này đôi lúc sẽ được tu chính.

SCAG cam kết:

- Bảo đảm rằng trình độ và phẩm chất của công cuộc qui hoạch địa phương được cung cấp không phân biệt chủng tộc, màu da, nguồn gốc quốc gia, giới tính, tuổi tác, hoặc tình trạng khuyết tật;
- Nhận diện ra và giải quyết, một cách thích đáng, các ảnh hưởng lớn và bất lợi quá đáng đến sức khỏe con người và môi sinh, bao gồm các ảnh hưởng xã hội và kinh tế của những chương trình và hoạt động đối với các thành phần dân số thiểu số và các thành phần dân số lợi tức thấp;
- Đưa vào trong những hoạt động của mình một trình tự phân tích, nhận diện ra những lợi ích và những gánh nặng của những đầu tư của mình vào những nhóm xã-hội-kinh-tế khác biệt, nhận diện ra những bất quân bằng và ứng phó với những phân tích được ghi nhận;
- Cổ xúy sự tham dự đông đủ và công bằng của những cá nhân trong các cộng đồng lợi tức thấp và thiểu số vào việc quyết định các qui hoạch và chương trình địa phương;
- Giải quyết một cách phù hợp sự từ chối, giảm bớt, hoặc trì hoãn những lợi ích liên quan đến những chương trình và hoạt động mang lợi ích đến cho các thành phần dân số thiểu số hoặc các thành phần dân số lợi tức thấp; và
- Bảo đảm việc tham dự đầy ý nghĩa vào các chương trình và hoạt động cho những người có khả năng Anh Ngữ hạn chế.

Giám Đốc Điều Hành cùng nhân viên của SCAG có trách nhiệm thực hiện cam kết của SCAG đối với Title VI. Đặc biệt là Luật Sư Trưởng (Chief Counsel) của SCAG sẽ đảm nhiệm vai trò Viên Chức Phụ Trách Vấn Đề Tuân Thủ (Compliance Officer) Title VI của SCAG và có trách nhiệm giám sát các hoạt động liên quan đến Title VI của SCAG, kể cả việc nhận và điều tra bất kỳ khiếu nại Title VI nào.

Thủ tục khiếu nại Title VI như sau:

1. Nộp Đơn Khiếu Nại: Bất kỳ ai cảm thấy rằng mình, với tư cách của một cá nhân, hoặc của một thành viên của bất kỳ lớp người nào, vì lý do chủng tộc, màu da, nguồn gốc quốc gia, giới tính, tuổi tác, hoặc tình trạng khuyết tật, đã bị kỳ thị một điều bị cấm bởi Title VI-- đều có thể nộp một đơn khiếu nại bằng văn bản cho SCAG, sử dụng mẫu khiếu nại thích hợp. Một bản mẫu đơn khiếu nại được đính kèm, gọi là Phụ Lục 1 (Exhibit 1) cho thủ tục này. Đơn khiếu nại

cũng có thể được nộp bởi một đại diện nhân danh người khiếu nại. Mọi đơn khiếu nại đều phải được gửi tới Luật Sư Trưởng của SCAG, đảm trách vai trò Viên Chức Phụ Trách Vấn Đề Tuân Thủ Title VI của Hiệp Hội, để xem xét và có hành động.

- (a) Đơn khiếu nại phải được nộp trong vòng sáu mươi (60) ngày-theo-lich (calendar day) sau ngày xảy ra hành vi bị cáo buộc là kỳ thị.
 - (b) Đơn khiếu nại phải dưới dạng văn bản và phải được ký bởi Người Khiếu Nại và/hoặc đại diện Người Khiếu Nại. Đơn khiếu nại cần phải ghi ra càng đầy đủ càng tốt những dữ kiện và khung cảnh xung quanh hành vi bị cáo buộc là kỳ thị này. Tối thiểu, đơn khiếu nại phải gồm những chi tiết sau:
 - (1) Họ Tên, địa chỉ gửi thư, và cách tiếp xúc với người khiếu nại (nghĩa là, số điện thoại, địa chỉ email, v.v...).
 - (2) Lý do khiếu nại (nghĩa là sắc tộc, màu da, hoặc quốc tịch gốc).
 - (3) Ngày xảy ra (những) hành vi bị cáo buộc là kỳ thị.
 - (4) Người khiếu nại cáo buộc rằng mình bị kỳ thị như thế nào, bao giờ, ở đâu và tại sao. Bao gồm cả địa điểm, tên cùng các chi tiết để tiếp xúc của bất kỳ người chứng nào.
 - (5) Những chi tiết quan trọng khác.
2. Xem Xét Đơn Khiếu Nại: Trong vòng mười (10) ngày-theo-lich kể từ ngày nhận đơn khiếu nại, Luật Sư Trưởng của SCAG sẽ thông báo cho Người Khiếu Nại, bằng văn bản, về hành động được đề nghị để giải quyết đơn khiếu nại, và cố vấn cho Người Khiếu Nại về những phương cách giải quyết khác, thí dụ như nộp đơn khiếu nại với Cơ Quan Federal Transit Administration. Luật Sư Trưởng cũng sẽ thông báo cho Giám Đốc Điều Hành của SCAG về việc đã nhận đơn khiếu nại. Sau đó, Luật Sư Trưởng sẽ điều tra đơn khiếu nại, hoặc cho phép tiến hành một cuộc điều tra đơn khiếu nại. Việc xem xét đơn khiếu nại phải được hoàn tất không hơn sáu mươi (60) ngày-theo-lich sau ngày SCAG nhận đơn khiếu nại. Nếu cần phải có thêm thời gian, Luật Sư Trưởng sẽ báo cho Người Khiếu Nại về thời điểm dự trù hoàn tất việc xem xét đơn khiếu nại. Khi đã hoàn tất việc xem xét đơn khiếu nại, Luật Sư Trưởng sẽ gửi văn bản trả lời của SCAG cho Người Khiếu Nại, đề cập đến giá trị của đơn khiếu nại, và nếu áp dụng được, đề nghị cải thiện thủ tục liên quan đến Title VI của SCAG, một cách thích đáng.
3. Yêu Cầu Tái Xét: Nếu Người Khiếu Nại không đồng ý với trả lời bằng văn bản của Luật Sư Trưởng của SCAG, người này có thể yêu cầu tái xét bằng cách đệ nộp một yêu cầu tái xét bằng văn bản đến Giám Đốc Điều Hành của SCAG trong vòng mười bốn (14) ngày-theo-lich kể từ ngày của văn bản trả lời. Yêu cầu tái xét phải đủ chi tiết để bao gồm bất kỳ vấn đề gì mà Người Khiếu Nại cảm thấy đã không được Luật Sư Trưởng hoàn toàn thấu hiểu. Giám Đốc Điều Hành sẽ báo quyết định chấp thuận hay từ chối yêu cầu tái xét của mình cho Người Khiếu Nại trong vòng mười (10) ngày-theo-lich. Trong những trường hợp mà Giám Đốc Điều Hành chấp thuận tái xét, vấn đề khiếu nại sẽ được tái thẩm định bởi Giám Đốc Điều Hành hay người được vị này chỉ định, và một quyết định bằng văn bản sẽ được thực hiện trong vòng ba mươi (30) ngày tính từ ngày Giám Đốc Điều Hành chấp thuận yêu cầu tái xét.

4. Nộp Đơn Khiếu Nại tới Cơ Quan Federal Transit Administration: Nếu Người Khiếu Nại không bằng lòng với lối giải quyết đơn khiếu nại Title VI của SCAG, người này cũng có thể nộp một đơn khiếu nại tới Cơ Quan Federal Transit Administration để điều tra. Theo quy định của Chapter IX, Complaints, của FTA Circular 4702.1B, một đơn khiếu nại như thế này phải được nộp trong vòng 180 ngày-theo-lich sau ngày xảy ra hành vi bị cáo buộc là kỳ thị. Có thể yêu cầu lấy một bản Chapter IX của FTA Circular 4702.1B --vạch ra quy trình khiếu nại với Cơ Quan Federal Transit Administration-- từ Luật Sư Trưởng của SCAG, số (213) 236-1920.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng một ngôn ngữ nào khác, xin liên lạc với (213) 236-1895.

PHỤ LỤC 1 (EXHIBIT 1) – MẪU ĐƠN KHIẾU NẠI TITLE VI VỚI SCAG

Họ Tên _____

Địa Chỉ _____

Thành Phố _____ Tiểu Bang _____ Zip Code _____

Số Điện Thoại Nhà _____

Số Điện Thoại Chỗ Làm _____

Địa Chỉ Email _____

1. Quý vị đã bị kỳ thị vì:

Chủng Tộc Màu Da Nguồn Gốc Quốc Gia Giới Tính

Tuổi Tác Khuyết Tật Lý Do Khác _____

2. Ngày xảy ra Hành Vi Bị Cáo Buộc: _____

3. Xin giải thích càng rõ càng tốt chuyện đã xảy ra, và quý vị đã bị kỳ thị như thế nào. Nêu lên địa điểm và người dính líu vào. Nhớ ghi lại tên và các chi tiết để tiếp xúc của bất kỳ người chứng nào. Nếu cần thêm chỗ, xin kèm thêm giấy vào, hoặc sử dụng mặt sau của mẫu này.

4. Quý vị đã có nạm đơn khiếu nại này với bất kỳ một cơ quan liên bang, tiểu bang hay địa phương nào khác, hoặc với bất kỳ một tòa án liên bang hay tiểu bang nào không?

Có Không

Nếu có, xin vui lòng đánh dấu chọn tất cả những nơi đã có nạm:

____ Cơ Quan Liên Bang ____ Cơ Quan Tiểu Bang ____ Cơ Quan Địa Phương

____ Tòa Án Liên Bang ____ Tòa Án Tiểu Bang

Xin vui lòng cung cấp các chi tiết về một người để tiếp xúc tại cơ quan hay tòa án nơi quý vị đã nộp đơn khiếu nại:

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

5. Quý vị có sẽ tự đại diện cho chính mình trong đơn khiếu nại này hay không?

[] Có [] Không

Nếu không, xin vui lòng cung cấp các chi tiết về người sẽ làm đại diện cho quý vị trong đơn khiếu nại này:

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

Xin vui lòng ký tên ở phía dưới. Quý vị có thể kèm theo bất kỳ tài liệu bằng văn bản nào hoặc những chi tiết khác mà quý vị nghĩ rằng có liên quan đến khiếu nại của mình.

Chữ Ký _____

Ngày _____

Xin vui lòng gửi hay nộp đơn này cho:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

APPENDIX D

PUBLIC PARTICIPATION PLAN



2022 PUBLIC PARTICIPATION PLAN

ADOPTED APRIL 7, 2022



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THE SCAG REGION

Adelanto	Cathedral City	Grand Terrace	Lake Forest	Palmdale	Santa Paula
Agoura Hills	Cerritos	Hawaiian Gardens	Lakewood	Palos Verdes Estates	Seal Beach
Alhambra	Chino	Hawthorne	Lancaster	Paramount	Sierra Madre
Aliso Viejo	Chino Hills	Hemet	Lawndale	Pasadena	Signal Hill
Anaheim	Claremont	Hermosa Beach	Loma Linda	Perris	Simi Valley
Apple Valley	Coachella	Hesperia	Lomita	Pico Rivera	South El Monte
Arcadia	Colton	Hidden Hills	Long Beach	Placentia	South Gate
Artesia	Commerce	Highland	Los Alamitos	Pomona	South Pasadena
Avalon	Compton	Holtville	Los Angeles	Port Hueneme	Stanton
Azusa	Corona	Huntington Beach	Lynwood	Rancho Cucamonga	Temecula
Baldwin Park	Costa Mesa	Huntington Park	Malibu	Rancho Mirage	Temple City
Banning	Covina	Imperial	Manhattan Beach	Rancho Palos Verdes	Thousand Oaks
Barstow	Cudahy	Indian Wells	Maywood	Redlands	Torrance
Beaumont	Culver City	Indio	Menifee	Redondo Beach	Tustin
Bell	Cypress	Industry	Mission Viejo	Rialto	Twentynine Palms
Bell Gardens	Dana Point	Inglewood	Monrovia	Riverside	Upland
Bellflower	Desert Hot Springs	Irvine	Montclair	Rolling Hills	Vernon
Beverly Hills	Diamond Bar	Irwindale	Montebello	Rolling Hills Estates	Victorville
Big Bear Lake	Downey	Jurupa Valley	Monterey Park	Rosemead	Villa Park
Blythe	Duarte	La Cañada Flintridge	Moorpark	San Bernardino	Walnut
Bradbury	Eastvale	La Habra	Moreno Valley	San Buenaventura	West Covina
Brawley	El Centro	La Habra Heights	Murrieta	San Clemente	West Hollywood
Brea	El Monte	La Mirada	Needles	San Dimas	Westlake Village
Buena Park	El Segundo	La Palma	Newport Beach	San Fernando	Westminster
Burbank	Fillmore	La Puente	Norco	San Gabriel	Westmorland
Calabasas	Fontana	La Quinta	Norwalk	San Jacinto	Whittier
Calexico	Fountain Valley	La Verne	Ojai	San Juan Capistrano	Wildomar
Calimesa	Fullerton	Laguna Beach	Ontario	San Marino	Yorba Linda
Calipatria	Garden Grove	Laguna Hills	Orange	Santa Ana	Yucaipa
Camarillo	Gardena	Laguna Niguel	Oxnard	Santa Clarita	Yucca Valley
Canyon Lake	Glendale	Laguna Woods	Palm Desert	Santa Fe Springs	
Carson	Glendora	Lake Elsinore	Palm Springs	Santa Monica	



WHAT IS SCAG?

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the six-county Southern California region, including the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside and Ventura. From the beaches to the high desert, the six-county region that encompasses Southern California spans 38,000 square miles, 191 cities and a population of over 19 million. The SCAG region is among the largest and most diverse in the world, with a unique combination of languages, ethnicities and cultures.

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG has several key planning responsibilities including conducting the Regional Housing Needs Assessment (RHNA) every eight years and preparing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years.

In addition, SCAG serves as the foremost data clearinghouse and information hub for the region, conducting research and analysis in pursuit of regional planning goals.

WHY DOES SCAG HAVE A PUBLIC PARTICIPATION PLAN?

Planning for such a large and diverse region requires substantial input from across Southern California. The people who live, work and play here have varying, and sometimes conflicting, needs and priorities. Their voices must be heard if we are to develop planning policies that truly meet the needs of the region. While many of the land use plans and transportation projects that feed into SCAG's work products undergo their own robust local public participation process, it is important that regional plans and policies also allow for a public participation process. To that end, SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan (PPP) and informed the PPP by the agency's Racial Equity Early Action Plan. The purpose of the PPP is to provide a baseline policy and standards to guide outreach and engagement activities. Each individual project or program can use the PPP to build upon their unique needs, requirements, geography and more. This will allow projects and programs to be adaptive, while still keeping a commitment to the important values outlined here.

To make this document less formal and easier to navigate, we've structured the content as answers to a series of questions. We have also separated out the dense technical and legal language—if you are looking for details about statutory requirements and particulars about processes, you can find them in the appendices. This updated plan includes more context, explaining SCAG's key operations and guiding principles for public participation. We also include (and adapt to) public feedback on our current strategies and methods for public engagement. Two of the significant considerations and influences for this PPP update are the commitments from the Racial Equity Early Action Plan and the influence of the ongoing COVID-19 pandemic on outreach activities.

RACIAL EQUITY EARLY ACTION PLAN

On May 6, 2021, SCAG’s Regional Council adopted the [Racial Equity Early Action Plan \(Early Action Plan\)](#), which will guide and sustain SCAG’s regional leadership in service of equity and social justice over the years to come. The Early Action Plan provides a definition of equity and establishes goals, strategies, and a set of “early actions” to advance racial equity through SCAG’s policies, practices and activities.

To that end, the Public Participation Plan reflects the relevant goals, strategies and early actions of the Early Action Plan.

COVID-19 AND PUBLIC PARTICIPATION

As the pandemic continues, SCAG has adapted and shifted public participation strategies to adhere to public health guidelines and will continue to do so as the pandemic evolves. SCAG has adopted [COVID-19 Operations](#) and continues to support public participation in a manner that is context-sensitive and adheres to COVID-19 protocols.

This plan details SCAG’s goals, strategies and processes for providing the public and stakeholders with opportunities to be involved in the regional planning process. When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process. SCAG also benefits from the sustained participation of “interested parties” who may not have an official role or responsibility in the regional transportation planning process but who provide valuable input and feedback on SCAG’s projects and programs. This can include representatives of the private sector such as a chamber of commerce or representatives of an environmental advocacy organization.

SCAG programs with a public input component will refer to this plan in developing individualized engagement plans.

SCAG’s PPP will help ensure that SCAG effectively seeks early and ongoing input from people and organizations throughout the region and effectively addresses the evolving transportation, land-use, and environmental needs of Southern Californians now and for generations to come.

WHAT DOES SCAG HOPE TO ACHIEVE FROM PUBLIC ENGAGEMENT?

WHAT PRINCIPLES GUIDE SCAG’S OUTREACH?

Meaningful public participation is a cornerstone of regional planning and one of SCAG’s key priorities. In all outreach work, the agency holds itself to high standards according to SCAG’s core values of transparency, leading by example and creating positive impacts in the region. Regardless of how communication technologies and specific tools for engagement continue to evolve, SCAG is committed to following these outreach principles:

- Include and engage impacted communities early and often, aligning with the recommendations in the [Racial Equity Early Action Plan](#)
- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities
- Provide information that is clear, concise and current, making use of visualization and other techniques to enhance understanding
- Respect and consider all feedback received from members of the public, interested parties and stakeholders

- Adapt new communications strategies and technologies for public outreach
- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG’s planning activities
- Demonstrate how public input is incorporated in SCAG plans, programs and policies
- Move toward community ownership of projects where public participation moves toward engagement and engagement moves toward community ownership of planning processes, aligning with the Racial Equity Early Action Plan, [International Association for Public Participation \(IAP2\) spectrum](#) and [Community Commons spectrum](#) for public participation and community engagement.

WHAT LAWS GUIDE SCAG’S PUBLIC PARTICIPATION PROCESS?

SCAG, as a public agency and MPO, is subject to federal and state requirements which emphasize providing continuous and equitable opportunities for public involvement. Below is an overview of the major requirements for SCAG’s public outreach; a detailed description of each is available in Appendix A (PAGE 26).

FEDERAL REQUIREMENTS

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372** — Intergovernmental Review of Federal Programs, signed July 14, 1982, by President Ronald Reagan.
- **Executive Order 12898** — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Signed February 11, 1994, by President William J. Clinton.
- **Executive Order 13166** — Improving Access to Services for Persons with Limited English Proficiency. Signed August 11, 2000, by President William J. Clinton.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Fixing America’s Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)** signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Public Works and Economic Development Act of 1965**, 42 USC 38 and 13 CFR 305.
- **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.

STATE REQUIREMENTS

- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, guarantees the public’s right to attend and participate in meetings of local legislative bodies.
- **Senate Bill 375**, enacted in 2008, requires SCAG to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.

WHO PARTICIPATES IN SCAG'S PLANNING PROCESS?

SCAG represents the whole six-county region in all its geographic and demographic diversity. SCAG is committed to engaging and utilizing input from a range of constituents and stakeholders.

This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning.

PUBLIC

- **General Public** – SCAG plans for all residents of the region with particular consideration to the accessibility needs of underserved groups such as minority and low-income populations, elderly and retired persons, children, Limited English proficiency (LEP) populations, and people with disabilities.

STAKEHOLDERS

- **Community Organizations** – SCAG seeks to engage community groups such as environmental advocates, special interest nonprofit agencies, neighborhood groups, homeowner associations and charitable organizations.
- **Public Agencies** – SCAG solicits input from, and often collaborates closely with, public organizations like local transportation providers, air quality management districts, public health agencies, water districts, county transportation commissions, the region's ports, educational institutions, and agencies at the state and federal level.
- **Business Community** – SCAG actively engages many private-sector entities whose work intersects with transportation and land use planning, including private transportation providers, freight shippers, consulting firms, technology developers and business associations.
- **Elected Officials** – SCAG seeks engagement with elected representatives at all levels, from neighborhood councils to mayoral offices and city councils, to county supervisor boards, to state and federal legislators.
- **Tribal Governments** – SCAG engages in consultation with the region's tribal governments, sustaining effective government-to-government collaboration on transportation planning and ensuring that tribal sovereignty is observed and protected.

(A full list of our stakeholders and interested parties is included in Appendix A)

HOW DO WE ENGAGE THE PUBLIC?

SCAG is committed to providing equitable access to accurate, accessible, pertinent, and timely policy, program and technical information to facilitate effective public participation in the agency's decision-making process.

There are numerous opportunities for continuing involvement in the work of SCAG through the following methods. SCAG aims to increase early, equitable and meaningful participation through targeted outreach strategies in order to meaningfully integrate feedback, aligning with the [Racial Equity Early Action Plan](#).

GENERAL PUBLIC PARTICIPATION APPROACH

Programs that have a public outreach component will use these methods as a guide in developing individual, project-specific public participation plans tailored according to scope and audience. While SCAG has employed remote and virtual engagement tactics for several years, these approaches have been increasingly relied on during the COVID-19 pandemic. SCAG will continue to adjust public participation approaches as needed to accommodate public health or other safety concerns while still affording robust public outreach and accommodation consistent with legal requirements.

PUBLIC MEETINGS AND EVENTS

- Customized presentations offered to existing groups and organizations
- Workshops co-hosted with community groups, business associations and other partners
- Contracts with community-based organizations that serve historically disinvested, underserved, or excluded populations such as low-income, communities of color, people with disabilities, and/or Limited English Proficient populations
- Sponsorship of topical forums or summits with partner agencies or universities, with the media or other community organizations (e.g., Demographic Workshop, Economic Summit)
- Opportunities for public input directly to policy board members
- Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities)

PUBLIC MEETINGS AND EVENTS - METHODS

- Open houses and/or Teletownhalls
- Public Hearings
- Listening Sessions
- Themed workshops (to help avoid information overload)
- Question-and-answer sessions with planners and/or policy committee members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises, including digital collaboration and whiteboarding tools
- Customized presentations with designated opportunities for feedback
- Varying time of day (day/evening) and days of week (weekday, weekend) for workshops
- Conduct meetings entirely in community's primary language
- Provide videoconferencing or virtual meeting options
- Demonstration events to showcase project components

VISUALIZATION METHODS

- Maps
- Charts, illustrations, infographics, photographs, photograph simulations
- Artist renderings and drawings
- Table-top interactive displays and models
- Website content and interactive tools and/or games or opportunities for gamification
- PowerPoint slide shows
- Scientific and data-driven visualizations

PUBLIC SURVEY METHODS

- Electronic surveys via web (accessed remotely or at public workshops via tablets or laptops)
- Intercept interviews where people congregate, such as at transit hubs (e.g., Orange County's ARTIC, Los Angeles Union Station, etc.) or farmers markets
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

COMMENTING METHODS

- Polls/surveys (electronic or paper)
- Paper comment cards
- Online comment cards
- Post-it notes or stickers
- Marking up maps or language
- Phone calls or voicemails directly to staff or to a dedicated hotline
- Email sent to SCAG staff or via our online contact form
- Physically mailed letters

METHODS FOR COMMUNICATING AND MEANINGFULLY INTEGRATING PUBLIC AND STAKEHOLDER INPUT

- Summarize key themes of public comments in staff reports to SCAG's standing policy committees, working groups and SCAG's main governing board, the Regional Council
- Newsletters and other emails to participants to report final outcomes
- Updated and interactive web and accessible social content
- Report back publicly and in an accessible manner on actions and steps based on public feedback that SCAG agrees to perform moving forward.

PUBLIC PARTICIPATION OPPORTUNITIES

SCAG regularly holds meetings and events, open to the public, where people are welcome to make comments. A comprehensive calendar of upcoming opportunities for public involvement is available on SCAG's website at scag.ca.gov.

To provide opportunities for people to participate or comment from locations throughout the region, SCAG's main office in Los Angeles and each regional office are equipped with state-of-the-art videoconferencing systems. SCAG provides additional videoconferencing sites in Coachella Valley, Palmdale and South Bay to provide additional opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state.

During the ongoing COVID-19 pandemic, opportunities to participate in in-person meetings either at SCAG's main office or regional offices have been temporarily suspended. Instead, participants are encouraged to join remotely. Information on how to do so is available on SCAG's website, as part of each meeting agenda.

REGULAR MEETINGS

Most of SCAG’s regular meetings are held during weekday working hours, Monday – Friday between 9:00 a.m. and 5:00 p.m. For those unable to participate during those times, opportunities to provide advance public comments to SCAG’s Regional Council or Policy Committee Meetings are outlined in those agendas. There is also opportunity to provide real-time remote comment using the web or telephonic comment platform. These meetings are also recorded and available for viewing following the meeting.

SCAG’s Regional Council

All of SCAG’s plans and programs are led by decision making by its Regional Council, an 86-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, a Transportation Commission member and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population in order to provide diverse, broad-based representation. The Regional Council meets once a month and meetings are open to the public. Regional Council meetings are typically held on the first Thursday of the month at or around 12:30 p.m. Specific meeting dates and times can be found on SCAG’s website, as well as agenda materials which are posted 72 hours in advance for regularly scheduled meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

SCAG’s Policy Committees

SCAG’s policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate on the “nuts and bolts” of a policy issue occurs in the committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Council members, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day as the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting. The posted agenda for regular meetings is available at least 72 hours before the meeting.

Technical Advisory Committees and Working Groups

These are focused groups convened to work on specific topic areas and provide input to SCAG staff before items are brought to SCAG’s Policy Committees or Regional Council. These meetings fall along a spectrum of more technical to more policy-focused agenda items with some groups covering items from both categories. A few examples of the technical groups include the Modeling Task Force, Transportation Conformity Working Group and the Technical Working Group. SCAG also hosts a series of Regional Planning Working Groups which function as a forum for SCAG staff to engage stakeholders in the development and implementation of the agency’s plans and policies. These policy groups focus on areas such as Safe and Active Streets; Equity; Natural and Farm lands Conservation; Housing; and Sustainable and Resilient Communities. The frequency of meetings varies per group, but most meet on at least a quarterly basis.

Special Public Meetings, Conferences and Forums

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted and publicly noticed. SCAG typically provides notice through posting information on SCAG's website and, if appropriate, through email notices and news releases to local media outlets. Materials to be considered at SCAG public hearings are posted on SCAG's website and are made available to interested persons upon request.

Workshops, Community Forums and Other Events

SCAG conducts workshops, community forums and other events to keep the public informed and involved in various high-profile transportation projects, and plans and to elicit feedback from the public, interested parties and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs, such as the RTP/SCS. Meetings are located and scheduled to maximize public participation (including evening meetings). For major initiatives and events, SCAG typically provides notice through the public outreach channels noted in the next section. At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year.

Targeted Communications

SCAG maintains a database of local government officials and staff, other public agency staff, and interested persons. The database allows SCAG to send targeted mailings (largely via email) to ensure the public, partners and stakeholders are kept up to date on specific issues of interest. The public can join SCAG's database by subscribing at scag.ca.gov/subscribe-updates.

Local Jurisdiction Public Comments

While SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan, many of the land use plans and transportation projects that are incorporated in SCAG's bottom-up approach have gone through their own vigorous public participation process. SCAG's Public Participation Plan is important to allow the public to participate at the regional level.

HOW DO WE REACH OUT TO THE PUBLIC?

PUBLIC OUTREACH CHANNELS

DIGITAL CHANNELS

Website

SCAG maintains its website, scag.ca.gov, to ensure that the public, partners and stakeholders are kept informed about SCAG’s plans and programs and upcoming meetings. SCAG aims to ensure that its website is user-friendly and provides clear information. The website offers the public the opportunity to sign up for further information and updates via email. It also provides SCAG staff contact information.

Email

SCAG Spotlight, the official newsletter of the Regional Council, and SCAG Update, the agency’s regular newsletter offering details on current agency programs and events. (Newsletters are archived online at scag.ca.gov/newsletters.) SCAG also sends target communications about projects and programs on an as-needed basis.

Social media

SCAG maintains an active social media presence on Twitter (@SCAGnews), Facebook (@scagmpo) and LinkedIn (Southern California Association of Governments). These accounts are regularly updated to share agency announcements, upcoming event details and new developments in SCAG’s plans and programs.

TARGETED MAILINGS/FLYERS

- Work with community-based organizations to distribute flyers
- Email to targeted database lists
- Place notices on-board transit vehicles and at transit hubs

LOCAL MEDIA

- Press releases
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Explore advertising opportunities in local newspapers
- Localized advertising messaging and strategy
- Visit minority media outlets to encourage use of SCAG press releases
- Place speakers on radio/TV talk shows
- Public Service Announcements on radio and TV
- Written notices published in local newspapers

INTERNET/ELECTRONIC ACCESS TO INFORMATION

- Dynamic websites with updated content
- Videos explaining plans, programs or concepts
- Maintain regular presence on social media outlets
- Podcast interviews
- Live broadcasts and archived recordings of public events
- Electronic duplication of open house/workshop materials
- Interactive website with surveys, commenting areas
- Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Provide information in advance of public meetings

TARGETED NOTIFICATIONS

- Blast emails
- SMS / text messages
- Notices widely disseminated through partnerships with local government and community-based organizations
- Electronic newsletters
- Social media such as Twitter, Facebook and LinkedIn
- Local media
- Notices placed on-board transit vehicles and at transit hubs
- Submit articles for publication in community/professional/corporate newsletters

METHODS FOR INVOLVING TRADITIONALLY UNDERSERVED/UNDERREPRESENTED COMMUNITIES

- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- Flyers on transit vehicles and at transit hubs
- Outreach in the community (e.g., at churches, health centers, schools etc.)
- Use of community and minority media outlets to announce participation opportunities

METHODS FOR INVOLVING LIMITED-ENGLISH PROFICIENT POPULATIONS

- Translate select documents into the four largest Limited English Proficiency (LEP) languages – Spanish, Chinese, Korean and Vietnamese, making these documents available for download on the agency's website.
- Provide interpreters-to be available for public meetings and workshops as needed, with 72-hour advance notice
- Partner with community-based organizations who serve these populations
- Survey LEP participants at public hearings to assess the effectiveness of the agency's language services and whether alternate services may need to be employed
- Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities

WHICH PROGRAMS HAVE ESTABLISHED PUBLIC PARTICIPATION PROCEDURES?

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. An update of an existing RTP/SCS is required every four years, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, and numerous other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections and a significant data-driven approach to exploring the issues and potential solutions in the region.

Throughout the 2024 RTP/SCS development, SCAG’s Regional Council; Community, Economic and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. SCAG will update its details regularly to help direct interested SCAG residents and organizations to participate in key actions or decisions being taken. Details will be on the plan website at scag.ca.gov/connect-socal.

(For additional information on the RTP/SCS public participation procedures, see Appendix B.)

PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE RTP/SCS

Pursuant to the California Environmental Quality Act (CEQA), SCAG is obligated to prepare an environmental document that consists of a prepare a Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS. The PEIR will focus on a region-wide assessment of existing conditions and potential impacts as a result of the 2024 RTP/SCS, as well as broad policy alternatives and program-wide mitigation measures.

The PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site-specific analysis will occur as each project is defined and goes through individual project-level environmental review.

SCAG will hold various scoping meetings, workshops and public hearings throughout the PEIR development process to solicit input from SCAG stakeholders and the public. SCAG will ensure the PEIR is accessible to the public for review and comment following CEQA Guideline requirements for noticing and document availability.

(For additional information on the PEIR public participation procedures, see Appendix B.)

ENVIRONMENTAL JUSTICE PROGRAM

Pursuant to regulatory compliance, SCAG is required to ensure environmental justice principles are an integral part of the transportation and land use planning process, including the RTP/SCS. SCAG’s environmental justice program has two main elements: technical analysis and public outreach and policy coordination. The two main elements of the program contribute to the development of the Connect SoCal Environmental Justice (EJ) Technical Report, which conducts technical analysis of EJ issue areas in the region and discusses outreach strategies, and SCAG’s role as a resource for local jurisdictions that are required to develop an EJ Element or incorporate EJ policies, goals, and objectives into their General Plans per Senate Bill 1000 requirements.

The overall environmental justice outreach process encourages SCAG stakeholders and the public, with many opportunities to be involved, to discuss and address environmental justice issues and shape SCAG’s environmental justice program.

(For additional information on the Environmental Justice public participation procedures, see Appendix B.)

REGIONAL HOUSING NEEDS ASSESSMENT

SCAG is required to make updates to the eight-year Regional Housing Needs Assessment (RHNA). The RHNA quantifies the need for housing within each jurisdiction. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.

Both the RTP/SCS and RHNA use the local input process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which covers the planning period October 2021 through October 2029, was adopted in March 2021. The department of Housing and Community Development approves SCAG’s RHNA allocations to the cities. Cities and counties are required to update their Housing Elements to demonstrate how they will meet their RHNA allocation through development and/or rezoning strategies.

As part of its public outreach for the RHNA process, SCAG held public meetings, workshops and public hearings at different points in the RHNA process to receive verbal and written input. More than 500 verbal and written comments were submitted during the 6th RHNA cycle, which were all reviewed by SCAG staff and shared with the decision-making bodies, as appropriate. All submitted written comments were posted on the RHNA webpage and recordings of all RHNA Subcommittee meetings and RHNA public hearings were accessible through SCAG’s website. SCAG staff also coordinated with subregional councils of governments (COGs) and other groups to update local jurisdictions and other stakeholders on the RHNA process and allocation. While the 6th RHNA cycle process has concluded, SCAG will continue to engage stakeholders in housing element assistance and accelerating housing production in the region. Announcements of public workshops, meetings and milestones are announced through the housing email list. To submit a written comment or question, or to be added to the housing mailing list, send an email to housing@scag.ca.gov. Additional resources on RHNA and housing can be found at scag.ca.gov/housing.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG’s Federal Transportation Improvement Program (FTIP) is the short-term, capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as highway improvements, transit, high occupancy vehicle lanes, signal synchronization, intersection improvements, bikeways, and freeway ramps to name a few. The FTIP must include all transportation projects that are federally funded and/or regionally significant regardless of funding source or whether subject to any federal action.

Projects in the FTIP are submitted to SCAG by the six county transportation commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP to be consistent with the RTP.

SCAG works with transit operators and county transportation commissions on developing the FTIP. The public participation process and coordination is a tiered process within the SCAG region, beginning at the county level with each transportation commission developing their own transportation improvement program (TIP). There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. Additional information about the FTIP can be found at scag.ca.gov/ftip.

(For additional information on the FTIP public participation procedures, see Appendix B.)

OVERALL WORK PROGRAM

Funding for SCAG’s metropolitan planning activities is documented in an annual Overall Work Program, or OWP, pursuant to federal requirements. The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year. SCAG’s federal and state funding partners (Federal Highway Administration, Federal Transit Authority and Caltrans) must approve SCAG’s OWP each year before it takes effect.

(For additional information on the OWP public participation procedures, see Appendix B.)

WHY DOES SCAG EVALUATE PUBLIC PARTICIPATION ACTIVITIES?

SCAG regularly monitors its communication and outreach activities to ensure that public and stakeholder concerns and input are directly addressed in its policies and programs, as well as to find areas for improvement. Additionally, these measurements are used to ensure public outreach outcomes are in compliance with state and federal requirements.

In developing this updated Public Participation Plan, SCAG staff sought feedback from stakeholders, interested parties and the public on our current outreach and engagement practices. In a survey distributed digitally in August and September 2021, we asked respondents to let us know which of our public participation activities are most effective and how we can improve our efforts.

Major survey results include:

- The overall top three resources used according to the survey were:
 - ▶ Factsheets
 - ▶ Meetings or In-person Presentations
 - ▶ Reports/White Papers
- Business Entities reported the least satisfaction with SCAG's responsiveness (22% somewhat/very unsatisfied) and SCAG's overall outreach (32% somewhat/very unsatisfied)
- Local Jurisdictions, Non-Profits and Businesses Entities stated that they encountered the most barriers to participating in SCAG's programs or meetings
 - ▶ Including common responses such as:
 - Time/Day, difficult to schedule around workdays
 - Not always virtual, difficult to access
 - Too short notice
- Local Jurisdictions represented 33.7% of responses
- Local Jurisdictions ranked Frequently Asked Questions in their top three resources
- The general public responded that GIS Maps/StoryMaps and Reports/White Papers tied in their top three resources
- The general public also uses social media and email communication channels the most
- Overall, the general public's responses in the survey:
 - ▶ 64% prefer daytime meetings
 - ▶ 48.5% feel they don't have adequate access to comment on SCAG's plans
 - ▶ 67% are very/somewhat satisfied with SCAG's responsiveness
 - ▶ 58% are very/somewhat satisfied with SCAG's overall outreach

SCAG will continue to periodically survey the public and stakeholders to assess the effectiveness of the procedures and strategies contained in the Public Participation Plan to ensure a full and open participation process.

WHAT DOES SCAG MEASURE?

SCAG measures the outcomes of a diverse array of public participation activities with context-sensitive evaluation methods that tailor goals to each project.

Benchmarks used to gauge success in public outreach include but are not limited to:

- Number of meetings or events held
- Number of meeting/event attendees
- Amount spent on outreach elements
- Media coverage
- Type and quantity of materials presented
- Email distribution numbers, including open and click-through rates
- Digital metrics including web traffic and social media engagement
- Impressions (estimates of digital and print exposure)
- Geographic diversity of outreach and input/feedback

The following chart shows the measurements activities that correspond with previously stated public participation goals.

GOAL	EXAMPLE METRICS
Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, communities of color, people with disabilities and Limited English Proficiency populations.	Number of meetings held in traditionally underrepresented communities; availability of translation services and materials; availability of accommodations for seeing and hearing impaired; location accessibility.
Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process and clearly define the purpose of each type of outreach at each stage and how feedback will be used to shape the plan and/or program.	Number of meetings held in each county; how outreach methods are tailored to meet the needs of specific projects and/or communities; type and quality of materials presented; recurring surveys and opportunities for public evaluation of SCAG's outreach efforts.
Motivate more feedback from stakeholders, partners and the public by making commenting on plans and programs convenient and accessible.	Number and scope of media advertisements for public comment opportunities; response rate to email blasts and other digital communication methods; SCAG website hits; and number of comments collected at meetings, online and through the mail.
Evaluate and incorporate public and stakeholder viewpoints and preferences into final decisions where appropriate and possible, communicate the decisions made and how the received input affected those decisions.	Documentation of how public and stakeholder comments were addressed in final decisions, policies and plans; communication with commenting stakeholders informing them of how their input was addressed.
Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.	Recurring surveys and opportunities for public comment on public participation plans and publish yearly public outreach report measuring success and ways of improvement for the next year.

HOW DOES SCAG DEFINE SUCCESS?

SCAG uses qualitative and quantitative methods to evaluate the success of its public participation strategies. Depending on the scope and location of the project or activity, SCAG measures feedback through:

- Setting clear, measurable outcomes
- Establishing benchmarks to gauge success (i.e., 75% of respondents rated a workshop at four or higher on a six-point scale)
- Reviewing past processes, activities and evaluations to see what actions the agency took as a result, noting lessons learned
- Identifying and simplifying public involvement techniques that produce more cost-effective decisions
- Evaluating public participation plans with surveys and opportunity for public comment
- Highlight yearly public outreach successes and areas for improvement in annual accomplishments report
- Measuring impact of digital outreach strategies by documenting number of hits on website, social media (Twitter, Facebook and LinkedIn), and number of followers, shares retweets, tweets, direct tweets, mentions etc.
- Measuring requests to join and overall growth of distribution lists
- Counting number of attendees, comments received and press mentions for project specific open houses, meetings, and workshops
- Counting number of registrations compared to actual attendance at events
- Counting registrations and logins for webinars
- Documenting the distribution, press mentions, number of calls and comments for physical outreach materials such as direct mailings and flyers
- Documenting press mentions, number of calls and comments related to press releases
- Tracking how often SCAG is mentioned in media such as news articles, blog posts, TV news etc. Other aspects to document are circulation/popularity of news outlet; whether reference is positive or negative; content and number of comments on article/blogpost; number of times article/blog post has been shared; and what projects/programs are being mentioned
- Scientific polling to obtain metrics regarding the effectiveness of its outreach
- Reporting to agency leadership on level of success with respect to public participation using these methods

WHAT SHOULD YOU DO NOW?

FIND INFORMATION

WEB AND VIDEO – SCAG’s website, scag.ca.gov, serves as the comprehensive resource for SCAG’s programs and policy initiatives, agendas for Regional Council and Policy Committee meetings, fact sheets and calendar of SCAG events. Live and archived video of Regional Council meetings and other SCAG-related video productions are available in the [SCAG-TV](#) section.

DATA LIBRARY – SCAG has a wide range of data and web tools to help access regional planning data, statistics and research information. We also have an extensive [GIS library](#), which provides free access to a diverse collection of geographic and spatial data. SCAG’s data have been used by interested parties for a variety of purposes including data and communication resources for elected officials; businesses and residents; community planning and outreach; economic development; visioning initiatives; and grant application support.

GROUP PRESENTATIONS – SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific topic, area of concern, or provide a general overview of how SCAG works on many different issues. Request a SCAG presentation to your organization or community through our online contact form at scag.ca.gov/contact-us.

STAY CONNECTED

NEWSLETTERS – SCAG Spotlight is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG’s Executive Director and news on upcoming events. SCAG Update is the agency’s regular newsletter, which offers updates on agency programs and events. To view or subscribe to SCAG’s newsletters, visit scag.ca.gov.

SOCIAL MEDIA – SCAG is active on several social networking sites to help expand awareness of SCAG and broaden interest in its regional planning work. Engage with SCAG and stay current with news and events by following the agency on Twitter (@SCAGnews), Facebook (@scagmpo) and LinkedIn (Southern California Association of Governments).

MULTILINGUAL ACCESS – SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available translation assistance at its workshop and public meetings. SCAG translates key outreach materials into several languages and makes them available on the SCAG website, scag.ca.gov.

SHARE INPUT

SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments. Visit the Public Participation Form on the SCAG website at scag.ca.gov/contact-us to weigh in on important issues in Southern California. Due to the COVID-19 pandemic, at the time of the release of the draft Public Participation Plan these locations for SCAG’s offices had emergency closures in place following local health regulations, as documented here, opportunities to connect with staff were made available in response to the pandemic. Locations for SCAG’s main office and regional offices are listed below:

- **Main Office:** 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
- **Imperial County Office:** 1503 N. Imperial Avenue, Suite 104, El Centro, CA 92243
- **Orange County Office:** 600 South Main Street, Suite 741, Orange, CA 92868
- **Riverside County Office:** 3403 10th Street, Suite 805, Riverside, CA 92501
- **San Bernardino County Office:** 1170 West 3rd Street, Suite 140, San Bernardino, CA 92410
- **Ventura County Office:** 4001 Mission Oaks Blvd., Suite L, Camarillo, CA 93012

If you have general comments or questions, please feel free to email us at contactus@scag.ca.gov.

Regional Affairs Staff and Offices

To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura. Each office is staffed by a Regional Affairs Officer who coordinates SCAG activities for each county.

LEGAL PUBLIC PARTICIPATION REQUIREMENTS

FEDERAL PLANNING REQUIREMENTS

As the MPO designated for the six-county metropolitan planning area (MPA), SCAG is responsible under federal and state transportation planning law, to develop a metropolitan transportation plan, referred to by SCAG as the Regional Transportation Plan (RTP) and a transportation improvement program (TIP), referred to as the Federal Transportation Improvement Program (TIP).

The 2005 “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) set forth public participation requirements for MPOs in developing these transportation plans. Specifically, SAFETEA-LU required MPOs to develop, in collaboration with interested parties, a Public Participation Plan that would provide reasonable opportunities for all parties to participate and comment on regional transportation plans. The transportation reauthorization bill “Moving Ahead for Progress in the 21st Century” (MAP-21) continues an emphasis on providing early and continuous opportunities for public involvement.

In carrying out its planning work, SCAG must comply with federal metropolitan planning law and regulations (23 U.S.C. Section 134 et seq. and 23 CFR Part 450 et seq.) and state transportation planning law (Cal Gov. Code Section 65080 et seq.) which incorporates the requirements of California Senate Bill 375 (Steinberg 2008). SCAG is further committed to developing and updating its regional transportation plans in accordance with the following requirements, including but not limited to: CEQA and Guidelines; Federal Clean Air; American with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act; Executive Order 12898 regarding Environmental Justice; Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency; Executive Order 13175 regarding Consultation and Coordination with Indian Tribes.

SCAG’s Public Participation Plan procedures will follow and must comply with the following federal planning regulations set forth under 23 C.F.R. Section 450.316:

1. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - a. (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - v. Holding any public meetings at convenient and accessible locations and times;
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- b. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- c. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

CONSULTATION REQUIREMENTS & ACTIVITIES

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

SCAG's consultation requirements under federal planning regulations are set forth under 23 C.F.R. Section 450.316(b)-(e) as follows:

- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process

(to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

Consultation activities are accomplished primarily through our policy committees, other committees, subcommittees, task forces, and working groups. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific committees, subcommittees, task forces and working groups that are on-going as well as some that are created for a specific purpose and specific timeframe. All of these groups provide input to SCAG who thereafter forwards their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Transit Technical Advisory Committee, Modeling Task Force, and Transportation Conformity Working Group (TCWG).

SCAG conducts meetings with all 191-member city managers and provides individual city council briefings when requested. Also, SCAG conducts several workshops prior to releasing the Draft RTP/SCS involving stakeholders to ensure that their input on major issues is addressed in the plan. In addition, SCAG meets with State and local agencies responsible for land use management, natural resources, environmental protection, and others.

SCAG also utilizes the subregional council of governments (COG) structure to distribute information and solicit input on the content as well as the planning and programming process from local stakeholders.

SCAG mails out a notice of the Draft RTP and FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and FTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG engages Tribal Governments in the RTP and FTIP processes through Tribal Government representation on SCAG's governing board and policy committees. SCAG also conducts a separate Tribal Government Consultation process. Please see the Tribal Government and Federal Land Management Agency Consultation Process for more information.

TITLE VI AND ENVIRONMENTAL JUSTICE

Consideration of Environmental Justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that "No person in the

United States shall, on the ground of race, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. The understanding of civil rights has expanded to include low-income communities, as further described below.

In the 1990s, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide considers the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the U.S. Department of Transportation (DOT), agreed to develop Environmental Justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the Federal agencies to make Environmental Justice part of its mission and to work with other agencies on Environmental Justice issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to Environmental Justice and strengthen its efforts to outreach to minority and low-income populations. In addition, in July 2012 the Federal Transit Authority (FTA) issued two Circulars on Title VI and Environmental Justice to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of State and Federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket number FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage Environmental Justice populations in the public transportation decision-making process; how to determine whether Environmental Justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects. The Circular does not contain any new requirements, policies or directives. Nonetheless, SCAG complies with the framework provided to integrate the principles of Environmental Justice into its decision-making processes.

Under federal policy, all federally funded agencies must make Environmental Justice part of their mission and adhere to three fundamental Title VI/Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states in relevant part that, “no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state.”

The State of California also provides guidance for those involved in transportation decision-making to address Environmental Justice. In 2003, the California Department of Transportation (Caltrans) published the Desk Guide on Environmental Justice in Transportation Planning and Investments to provide information and examples of ways to promote Environmental Justice. The Desk Guide identified requirements for public agencies, guidance on impact analyses, recommendations for public involvement, and mitigation.

Finally, SCAG has in place a Title VI Program which was approved by FTA on February 22, 2012. The Title VI Program includes a process for investigating Title VI complaints as well as a copy of the agency’s Limited English Proficiency (LEP) Outreach Plan. The key elements of the LEP Plan include: (1) Spanish speaking translators available upon request for meeting and workshops; (2) selected RTP materials available in English, Spanish, Chinese and Korean languages; and (3) utilization of a specialty outreach consultant to engage with the LEP and minority communities. SCAG will continue these efforts for future RTP/SCS cycles. SCAG also updated the Title VI Program and LEP Plan in October 2018 as requested by the State Department of Transportation. More information about the agency’s Title VI Program and LEP Plan is available on the SCAG website at scag.ca.gov/title-vi-civil-rights-act-1964.

STATE PLANNING REQUIREMENTS

California requires that each metropolitan planning organization adopt a public participation plan, for development of the sustainable communities strategy (SCS) and an alternative planning strategy (APS) (if one is developed), that includes all of the following:

1. Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with SCAG’s adopted Public Participation Plan.
2. Consultation with congestion management agencies, transportation agencies, and transportation commissions.
3. Workshops throughout the region (a minimum of three public workshops in each county with a population of 500,000 or more) to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices.
4. Preparation and circulation of a draft SCS and APS, if one is prepared, not less than 55 days before adoption of a final RTP.
5. At least three public hearings on the draft SCS in the RTP and APS, if one is prepared, held in different parts of the region, if feasible.
6. A process for enabling members of the public to provide a single request to receive notices, information and updates.

Further, Senate Bill 375 requires that SCAG conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meeting shall be to present a draft of the SCS to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

Interested Parties

SCAG intends to encourage involvement of a broad range of people and organizations in the RTP/SCS planning process by reaching out to a wide variety of potential participants.

Per state law, SCAG has included an expanded list of stakeholder groups, or “interested parties.”

The following list is an example of target audiences SCAG aims to reach in the region:

- affordable housing advocates
- broad-based business organizations
- city managers
- community development representatives
- commercial property interests
- community-based organizations
- educational community and institutions
- elderly and retired persons
- elected officials
- environmental advocates
- freight shippers
- general public
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C.
- health and wellness representatives
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency populations
- minority and low-income populations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- planners
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public sector
- representatives of the disabled
- transportation agency employees
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit

- special interest non-profit agencies
- subregional organizations
- transit operators
- transportation advocates
- Tribal Governments
- women's organizations

REGIONAL COORDINATION AND INTERAGENCY CONSULTATION

SCAG's three Policy Committees (Transportation Committee, Energy & Environment Committee and Community, Economic & Human Development Committee) include members appointed to represent the 15 subregional organizations in the SCAG region. The committees now also include the newly adopted Communities of Concern appointments made by the County Representatives and appointed by the Regional Council President. Further, the numerous subcommittees, technical advisory committees, working groups, and the AB 1246 process facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

As set forth in the Public Utilities Code Section 130000 et-seq. (otherwise known as the "AB 1246 Process"), the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the six transportation commissions, the agency, and the Department of Transportation for the purposes below. The region-wide Transportation Agencies CEOs Group is currently fulfilling the function of the AB 1246 process.

1. To review and discuss the near-term transportation improvement programs prior to adoption by the county transportation commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by SCAG pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
3. To consider progress in the development of a region-wide and unified public transit system.
4. To review and discuss any other matter of mutual concern.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, California Department of Transportation (Caltrans) Districts 7/8/11/12, California Air Resource Board (ARB), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South-Central Coast Air Basin (SCCAB). Parties to the MOU include VCAPCD, Ventura County Transportation Commission, Caltrans District 7, ARB, FHWA and FTA.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG hosts and participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP and FTIP; RTP and FTIP amendments; and the region's air quality management plans. TCWG also is the forum for interagency consultation on project-level PM hot-spot analysis. SCAG serves as the regional PM hot spot analysis clearinghouse and maintains records on all projects on the TCWG website.

The TCWG consists of staff representatives from federal, state, regional and sub-regional transportation and air agencies including the United States Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transit operators, and SCAG. Other public agencies (including sub-regional agencies), as well as environmental and business groups and the general public, may also attend, make comments at, and otherwise participate in TCWG meetings.

PROGRAMS WITH ESTABLISHED PUBLIC PARTICIPATION PROCEDURES

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. SCAG updates the RTP/SCS every four years, as required by law, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other MPOs to engage the region in the development process of the SCS or an Alternative Planning Strategy (APS) through outreach efforts and a series of workshops and public hearings. For the SCAG region, these workshops and public hearings include workshops for local elected officials and workshops in each county in the region (at least 16 public workshops.) SCAG will also conduct public hearings on the Draft RTP/SCS in distinct parts of the region.

SCAG prepares several technical companion documents for RTP/SCS updates. These include a Program Environmental Impact Report on the RTP/SCS per CEQA guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP/SCS may warrant a revision or update to these technical documents.

SCAG also prepares an equity analysis of RTP/SCS updates to determine whether minority and low-income communities in the region share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region’s long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP/SCS, SCAG prepares a public participation plan that provides more information on how the equity analysis will be conducted throughout that update of the RTP/SCS. For additional information on the Environmental Justice public participation procedures, see Appendix B.)

UPDATING AND REVISING THE RTP/SCS

A complete update of an existing RTP/SCS is required at least once every four years. The RTP/SCS also may be revised in between major updates under certain circumstances, as described below.

RTP/SCS Update

This is a complete update of the most current RTP/SCS, which is prepared pursuant

to state and federal requirements. RTP/SCS updates include extensive public consultation and participation involving hundreds of SCAG residents, public agency officials, and stakeholder groups over many months. SCAG's Regional Council and policy committees and other members of the public play key roles in providing feedback on the policy and investment strategies identified in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP/SCS update via existing working groups and ad hoc forums.

RTP/SCS Amendment

An amendment is a major revision to the RTP/SCS, including adding or deleting a project, major changes in project costs, completion year dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). An amendment requires public review and comment and is ultimately presented to SCAG's Regional Council for final approval. An amendment must demonstrate financial constraint and a finding that the change is consistent with federal transportation conformity mandates.

RTP/SCS Administrative Modification

This is a minor revision to the RTP/SCS for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, or a finding that the change is consistent with federal transportation conformity requirements. As with an RTP/SCS amendment, changes to projects that are included in the RTP/SCS's financially unconstrained strategic plan may be changed without going through this process.

2024 RTP/SCS Update Process and Schedule

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, six counties, and countless other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, and significant issues exploration. Considered at a high level, the 2024 RTP/SCS update will be completed in four phases: 1) Foundations and Frameworks; 2) Data Collection and Policy Development; 3) Outreach and Analysis; 4) Draft Plan and Adoption. Throughout the process, SCAG staff will engage the public and local, regional, and state partners to develop the 2024 RTP/SCS to meet current and future transportation needs over the next 25 years. Development of the 2024 RTP/SCS will be guided by an existing federal, state, and regional policy framework consisting of FAST Act/MAP-21, the California Transportation Plan and other relevant statewide plans, and the existing 2020 RTP/SCS.

Throughout the 2024 RTP/SCS development, SCAG's Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing the region and how to best address them, while considering public input.

The process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. To help direct interested SCAG residents and organizations to participate in key actions or decisions being taken, any changes, as well as additional detail, will be posted on the scag.ca.gov/connect-social.

CONGESTION MANAGEMENT PROCESS

SCAG is required by federal regulations to prepare a congestion management process (CMP) for the SCAG region that includes strategies for managing travel demand, traffic operational improvements, public transportation improvement and others. SCAG adopts a CMP approximately every two years, with the results

of this technical evaluation used to inform SCAG decisions on program and investment priorities, including the RTP/SCS.

PROGRAM ENVIRONMENTAL IMPACT REPORT

SCAG will prepare a Program Environmental Impact Report (PEIR) beginning in the fall of 2022 through April 2024. The PEIR will evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS.

The 2024 PEIR will focus on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures. Given its programmatic nature, potential or probable environmental effects of individual projects included in the 2024 RTP/SCS Project List will not be specifically analyzed in the PEIR. The PEIR will serve as a first-tier document for later CEQA review of individual projects included in the program. For large scale planning approvals (such as the RTP/SCS), where project-level environmental analyses will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project-level environmental document is prepared, provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

SCAG, as the lead agency of the 2024 RTP/SCS, is required to file all CEQA notices related to the PEIR (i.e., Notice of Preparation [NOP], Notice of Availability [NOA], Notice of Determination [NOD]) to the Office of Planning and Research and with each county clerk in the project boundaries (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) for public review for 30-60 days. All CEQA notices are also emailed out to SCAG stakeholders through SCAG's emailing list and posted at SCAG's main office in Los Angeles and regional satellite offices in each of the other five counties for the full comment period to solicit public comments. SCAG will also hold multiple outreach meetings throughout the PEIR process, including two scoping meetings at the NOP stage (the first stage in developing an environmental document of the CEQA process), and a public hearing/workshop at the NOA stage (the second stage) to obtain oral public comments. Public comments received during the NOP stage will be incorporated into the Draft PEIR and public comments received during the NOA stage will be responded to in the Final PEIR. This process ensures public comments are collected and addressed per CEQA requirements.

In summary, the PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site-specific analysis will occur as each project is defined and goes through individual project-level environmental review.

REGIONAL HOUSING NEEDS ASSESSMENT

In addition to the tasks to develop the RTP/SCS, SCAG is required to update the eight-year Regional Housing Needs Assessment (RHNA). The RTP/SCS must demonstrate on a regional level, areas sufficient to house all the population of the region, including the eight-year projection of the RHNA.

Both the RTP/SCS and RHNA use the local data exchange process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which will cover the planning period October 2021 through October 2029, was adopted in March 2021.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The FTIP must include all transportation projects that are federally funded, and/or regionally

significant regardless of funding source or whether subject to any federal action.

The FTIP includes improvements to projects on the state highway, local arterial, bridge, public transit, rail, bicycle, pedestrian, safety, maintenance, operational and planning projects to name a few. The projects are submitted to SCAG by the six county transportation commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the FTIP. SCAG intends to update this section of the Appendix as needed prior to commencing each FTIP cycle to reflect appropriate changes.

1. FTIP Public Participation Process in the SCAG Region

SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the transit operators and CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. The CTCs are also responsible for transportation programming and short-range planning in their respective counties. The CTCs transmit their approved County TIP to SCAG. The public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's County TIP development stage, which occurs long before the development of the SCAG FTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. These public participation opportunities are described below.

a. Project Identification

Public participation begins at the local agency level by identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.

b. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs in the SCAG region conducts a "call for projects" when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process and are included in a local agency capital improvement

needs programs or plans. The CTCs work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs policy boards. All allocation of funds by the policy boards occurs in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities meet the public review requirements that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

c. County Transportation Improvement Program (TIP) Development

The CTCs develop their respective TIPs based on FTIP Guidelines prepared by SCAG in consultation with the CTCs, SCAG’s TCWG, federal and state agencies staff, with approval by SCAG’s Regional Council. The FTIP is the implementing document of the RTP/SCS. The CTCs’ submittal of their county TIP to SCAG is their county implementation plan which is incorporated in its entirety into the SCAG FTIP. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds. When submitting County TIPs to SCAG, each CTC is required to adopt a financial resolution that certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

d. SCAG FTIP Development

SCAG develops the FTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs described above in Section iii. The Draft SCAG FTIP is noticed for a minimum 30-day public review, and public hearings are held at the SCAG office and where possible these public hearings will be available via video, teleconference and via virtual platforms. SCAG also conducts public outreach efforts through social media outlets. The Draft SCAG FTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at scag.ca.gov/ftip and at public libraries throughout the six-county region prior to the public hearing.

In addition to the public hearings, SCAG committees and working groups also review and discuss the draft FTIP. These SCAG groups include the Executive Administration Committee, the Transportation Committee (TC), the Transportation Conformity Working Group (TCWG), and the Energy and Environment Committee (EEC). The SCAG Regional Council takes final action when they adopt the FTIP.

e. FTA Program of Projects

The designated recipient of FTA Section 5307 funds must develop a Program of Projects (POP). The POP is a list of proposed FTA-funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through SCAG’s public notice that the FTIP public review process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the SCAG region. SCAG’s public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients’ public participation process for the POP.

f. SCAG FTIP Updates

The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes. This process is similar to developing the formal FTIP. Proposed amendments to the adopted FTIP are submitted by the CTCs to SCAG. After SCAG has completed its analysis of the proposed change(s) to the FTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) submitted via a category 3 amendment for a 10-day public review and comment period on the SCAG website at scag.ca.gov/ftip. In addition to posting the amendment information on the web, a notice is sent to the TCWG as part of the FTIP amendment public review process.

2. Other FTIP Public Participation strategies, procedures and techniques

a. Enhance Website Capabilities:

- i. Utilize SCAG’s website to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes
- ii. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

b. Update Contact Databases and Advisory Groups:

- i. Review and update mailing lists for outreach efforts.
- ii. Expand contact databases to include all Interested Parties identified in the Plan.

c. Coordinate Outreach Efforts with other Stakeholder Organizations:

- i. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
- ii. Mail Notice of Draft FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final FTIP. Ensure that the public comment period for the program is at least 30 days.
- iii. Participate in regular meetings with the county transportation commissions in the coordination of the draft and final FTIP.

d. Conduct Public Hearings:

- i. Announce public hearings in printed materials, on SCAG’s website, and social media channels.
- ii. Hold public meetings at convenient and accessible locations and times and remotely when and if possible.
- iii. Conduct at least two public hearings on the draft FTIP.
- iv. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

e. Maintain a Log of Outreach Efforts:

- i. Maintain a log of all agency-wide outreach presentations.
- ii. Review and consider all public comments in the regional transportation planning process.

- iii. Record, track and maintain a log of comments and SCAG's response to the comments
- iv. Respond to all comments received in a timely manner.

3. Annual Listing of Projects

Federal regulations require SCAG to develop an annual listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year. SCAG, in consultation and coordination with the State, county transportation commissions, and public transportation operators throughout the SCAG region, compiles the information and produces the annual listing of projects. The annual listing of obligated projects may be found on the SCAG website at scag.ca.gov/ftip.

4. FTIP Amendments

For the FTIP, the following summarizes the categories of amendments identified by FHWA for the FTIP and the public participation requirements for each amendment type.

a. Category 1. Administrative Modification

An administrative modification includes minor changes to project cost, schedule, and project description changes without affecting the scope, and/or funding sources. Please see the Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement program (FTIP) Amendment and Administrative Modification Procedures for a complete definition of an administrative modification and eligibility.

b. Category 2. Amendment – Changes that do not impact the existing conformity determination.

The Amendment category may include changes that are not eligible under an administrative modification.

c. Category 3. Amendment – Relying on the existing Conformity Determination.

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

d. Category 4. Formal Amendment – New Conformity Determination.

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis or part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts significantly changing the design concept, scope, or schedule of an existing project.

e. Category 5. Technical Amendment – Changes to project information not required to be included in the FTIP per federal requirements.

Changes are not subject to an administrative modification or an amendment such as changes to project codes, and changes to correct typographical errors. These technical corrections do not impact project scope or cost.

PUBLIC HEARING - PUBLIC REVIEW & COMMENT PERIOD REQUIREMENT		
AMENDMENT CATEGORY	PUBLIC HEARING REQUIREMENTS	PUBLIC REVIEW PERIOD (# OF DAYS)
Category 1 - Administrative	n/a	n/a
Category 2 - Amendment Changes that do not impact existing conformity determination	No	1
Category 3 - Amendment relying on existing conformity determination	No	10
Category 4 - Formal Requires a new conformity determination	Yes	30
Category 5 - Technical Correction Not subject to funding agency approval for public review	No	n/a

FTIP AMENDMENT AND ADMINISTRATIVE MODIFICATION APPROVAL PROCEDURES – SCAG EXECUTIVE DIRECTOR AUTHORITY

FTIP AMENDMENT PROCEDURES

As part of the TIP approval process, the SCAG Regional Council granted authority to SCAG’s Executive Director or designee to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis
- Changes that do not affect the timely implementation of the Transportation Control Measures
- Changes that do not adversely impact financial constraint
- Changes consistent with the adopted Regional Transportation Plan

FTIP amendments triggered by an RTP amendment must be approved by the Regional Council.

FTIP ADMINISTRATIVE MODIFICATION PROCEDURE

SCAG’s Regional Council has the discretion to delegate authority to SCAG’s Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures and as may be amended. Administrative Modifications are minor project changes that qualify under the FSTIP/FTIP Administrative Modification and Amendment Procedures. Because FTIP Administrative Modifications are considered minor changes, public review is not required.

The following procedures apply to this delegation of authority:

- SCAG will send copies of the approved administrative modification to Caltrans, FHWA and FTA.
- Once the administrative modification is approved by SCAG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation

ENVIRONMENTAL JUSTICE PROGRAM

In 1994, Executive Order 12898 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Reinforcing Title IV of the Civil Rights Act of 1964, which addresses minority populations, this executive order ensures that every federally funded project nationwide considers the human environment when undertaking the planning and decision-making process.

As the Metropolitan Planning Organization for six Southern California counties, SCAG is required to ensure that environmental justice principles are an integral part of the transportation planning process, including the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Additionally, as a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis for its RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach and policy coordination. As part of SCAG's environmental justice program, the agency also:

- Provides early and meaningful public access to decision-making processes for all interested parties, including minority and low-income populations.
- Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process.
- Takes steps to propose mitigation measures or consider alternative approaches for the SCAG region when disproportionately high and adverse impacts on minority or low-income populations are identified; and
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans.

SCAG also prepares additional companion documents, or technical reports, to help support or add value to the RTP/SCS. The environmental justice technical analysis, public outreach methodology and accompanying EJ Toolbox are included in the RTP/SCS Environmental Justice (EJ) Technical Report.

Early and continuous public outreach and input from SCAG's environmental justice stakeholders help SCAG prioritize and address needs in the region. Public outreach for environmental justice issues will be conducted concurrently with Connect SoCal public outreach and development process. SCAG will hold various kick-off meetings, outreach workshops, and targeted outreach throughout the RTP/SCS development process. Specifically, SCAG will hold:

- At least one (1) kick-off meeting at the beginning of the RTP/SCS development at the SCAG Headquarters located at Downtown Los Angeles (DTLA) and provide opportunities for virtual attendance.
- At least quarterly Equity Working Group meetings will be held during the RTP/SCS development and EJ Technical Report development process. Meetings will be made available for in-person and virtual attendance.

- At least one (1) in-person or virtual meeting/workshop in each county for targeted outreach purposes will be conducted during the development of the EJ Technical Report. Special consideration will be made for meeting times and locations to maximize accessibility for the general public; and
- Additional targeted outreach will be conducted for SCAG stakeholders that cannot attend the opportunities listed above to discuss EJ topics and concerns and the development of the EJ Technical Report.

All public meetings and workshops aim to be accessible to all groups and individuals interested or concerned with environmental justice. In efforts to make these meetings and workshops more accessible, meeting and workshop materials can be provided in different languages to engage individuals who are not proficient in English. Meeting details will be available to the public approximately 30 days before the meeting date to allow for adequate planning. Virtual opportunities will be made available to ensure all populations within the SCAG region can be reached.

Comments and input gathered during the public outreach process will be incorporated into the Environmental Justice Technical Report. There will also be another round of public review and comment when Connect SoCal and its associated technical reports, including the Environmental Justice Technical Report, are released.

The overall environmental justice outreach process encourages the public, with many opportunities to voice out and be involved, to discuss and address environmental justice issue areas and shape SCAG’s environmental justice program.

OVERALL WORK PROGRAM

Funding for SCAG’s metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year. SCAG’s federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG’s OWP each year before it takes effect.

The following describes SCAG’s strategies, procedures and techniques with respect to public participation on the OWP.

1. Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October)
 - a. Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.
2. Conduct a Budget Workshop: (February).
 - a. SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.
3. Distribute Draft OWP: (March).
 - a. The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a minimum 45-day public comment and review period. The draft OWP is also placed on SCAG’s website.

4. Distribute the Draft OWP for Public Comments: (March).
 - a. Staff mails letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, encourages their feedback on the draft OWP, and notifies them of the availability of the draft document on SCAG's website.

5. Review and Consider Comments Received in the Final OWP Deliberations: (April).
 - a. Staff reviews and considers all public comments in the OWP planning process.
 - b. Staff records, tracks and maintains a log of comments and SCAG's response to the comments.

6. Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (April).
 - a. The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.





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APPENDIX E

LANGUAGE ASSISTANCE PLAN

SCAG'S LANGUAGE ASSISTANCE PLAN FOR LIMITED ENGLISH PROFICIENT (LEP) POPULATIONS

SCAG is the largest Metropolitan Planning Organization in the nation, representing six counties – Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura – and 191 cities. The SCAG region covers 38,000 square miles and includes a population of nearly 19 million people, just under half of the total state population.

As a recipient of federal funds, SCAG follows federal guidance concerning recipients' responsibilities to limited English proficient (LEP) persons. Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as limited English proficient, or "LEP." SCAG's Language Assistance Plan for Limited English Proficient Populations is intended to guide the agency in the provision of meaningful access to its services, programs and activities by LEP persons. The plan considers the languages that are spoken in the region, which documents will be translated by the agency, special outreach methods, accommodations for oral language assistance, staff training and how SCAG will evaluate and improve its services to LEP persons.

In developing transportation plans, SCAG has employed numerous approaches to engage and seek input from traditionally underserved populations. This plan informs tactics outlined in SCAG's Public Participation Plan to engage the public in regional planning efforts. A full copy of the Public Participation Plan is included herein as **Appendix D** and can be found on SCAG's website at:

<https://scag.ca.gov/community-participation-public-participation-plan>

FOUR- FACTOR ANALYSIS OF LANGUAGE ASSISTANCE MEASURES

SCAG is required to ensure meaningful access to the benefits, services, and information regarding our programs and activities to individuals who are limited English proficient. SCAG has consulted the USDOT’s LEP Guidance and performed a four-factor analysis of LEP populations in the region and the agency’s level of interaction to determine the appropriate mix of services to offer. The four factors consider the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the SCAG’s programs.
2. The frequency with which LEP persons come in contact with SCAG’s programs, activities or services.
3. The nature and importance of the program, activity or service provided by SCAG to people’s lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

LEP POPULATIONS IN THE REGION

To identify LEP populations in the region, SCAG looked to the U.S. Census Bureau’s American Community Survey (ACS) 2021 Data Set1 using the criteria, “Language Spoken at Home, by Ability to Speak English, for Populations 5 Years and Older.” In reviewing the ACS data, SCAG has made the determination that any individual who indicated they do not speak English “very well” would be classified as LEP. Out of a total population of 17,631,468 persons (ages 5 years and older) in the SCAG region, approximately 19%, or 3,526,974 persons, were identified as LEP.

Spanish-speakers constituted the largest LEP group – 2,378,265 persons, or 12.7% of individuals in the SCAG region indicated that they did not speak English very well. Other large LEP populations in the region include Chinese, Vietnamese, and Korean speakers. The following table provides additional information, including LEP populations that meet the DOJ’s safe harbor threshold of 1,000 persons of the total LEP population eligible to be served.

To corroborate this data, SCAG looked to information from the 2000 Census and 2011-2015 American Community Survey data. Overall, LEP populations were higher in the 2000 Census figures, with 3,752,830 persons, or 24.6% of the total population ages 5 years and older who indicated they did not speak English very well. Over the 2011-2015 period, the share of LEP individuals decreased to 22%, and decreased to 19% in 2021. Mirroring a shift in regional immigration, the Spanish speaking share of the region’s LEP population decreased slightly from 70.0% to 67.4% while the Chinese speaking share increased from 7.5% to 8.7%.

1 Note: Imperial County data is unavailable for 1-year ACS and 5-year ACS estimates after 2015. The shares of English speaking only and Spanish speaking people from the 2011-2015 ACS 5-year estimates were joined to the 2021 1-year ACS population (5 years and older) estimates. The rest of the language categories accounted for 1.7% in the 2011-2015 ACS 5-year sample and were not joined to the 2021 data due to change in the surveyed categories.

LEP POPULATIONS IN THE SCAG REGION

LANGUAGE	TOTAL LEP PERSONS	% OF SCAG REGION LEP POPULATION	% OF TOTAL SCAG POPULATION
Spanish	2,378,265	67.43%	12.74%
Chinese (Incl. Mandarin, Cantonese)	307,019	8.70%	1.64%
Vietnamese	173,827	4.93%	0.93%
Korean	142,982	4.05%	0.77%
Tagalog (Incl. Filipino)	111,304	3.16%	0.60%
Armenian	83,108	2.36%	0.45%
Persian (Incl. Farsi, Dari)	46,236	1.31%	0.25%
Arabic	39,020	1.11%	0.21%
Japanese	34,080	0.97%	0.18%
Russian	30,046	0.85%	0.16%
Ilocano, Samoan, Hawaiian, or other Austronesian Languages	22,297	0.63%	0.12%
Khmer	18,935	0.54%	0.10%
Thai, Lao, or other Tai-Kadai Languages	16,754	0.48%	0.09%
Other Languages of Asia	11,881	0.34%	0.06%
Portuguese	8,366	0.24%	0.04%
Other Indo-European Languages	8,315	0.24%	0.04%
Punjabi	8,253	0.23%	0.04%
Gujarati	7,324	0.21%	0.04%
French (Incl. Cajun)	7,192	0.20%	0.04%
Hindi	7,173	0.20%	0.04%
Other and Unspecified Languages	7,106	0.20%	0.04%
Bengali	5,832	0.17%	0.03%
Urdu	5,427	0.15%	0.03%
Yoruba, Twi, Igbo, or other Languages of Western Africa	5,414	0.15%	0.03%

LANGUAGE	TOTAL LEP PERSONS	% OF SCAG REGION LEP POPULATION	% OF TOTAL SCAG POPULATION
Amharic, Somali, or other Afro-Asiatic Languages	5,410	0.15%	0.03%
Hebrew	5,349	0.15%	0.03%
Nepali, Marathi, or other Indic Languages	4,491	0.13%	0.02%
German	4,371	0.12%	0.02%
Italian	4,367	0.12%	0.02%
Ukrainian or other Slavic Languages	2,639	0.07%	0.01%
Polish	2,125	0.06%	0.01%
Serbo-Croatian	2,067	0.06%	0.01%
Swahili or other Languages of Central, Eastern, And Southern Africa	1,705	0.05%	0.01%
Telugu	1,693	0.05%	0.01%
Greek	1,396	0.04%	0.01%
Hmong	1,292	0.04%	0.01%
Haitian	1,035	0.03%	0.01%
Yiddish, Pennsylvania Dutch or other West Germanic Languages	1,031	0.03%	0.01%
Malayalam, Kannada, or other Dravidian Languages	784	0.02%	0.00%
Tamil	764	0.02%	0.00%
Other Native Languages of North America	209	0.01%	0.00%
Navajo	90	0.00%	0.00%

FREQUENCY OF INTERACTION

In the past, SCAG's LEP Program focused on four major activities, which included:

- Providing interpreters available at meetings and workshops, with 72-hour advance notice for requests
- Translating selected documents into Spanish, Chinese, Korean and Vietnamese and making these documents available for download on the agency's website
- Working with specialty outreach consultants to engage with the LEP and minority communities for the development of the Regional Transportation Plan/Sustainable Communities Strategy
- Distributing notices of availability and press releases to print, radio and broadcast media serving in-language preferred communities

To better assess its LEP program, the agency continues to monitor staff's frequency of interaction with LEP communities, including when SCAG receives phone calls from non-English speakers, and when language interpretation at public meetings is requested.

SCAG has largely relied on bilingual staff members to assist in our LEP efforts. The aforementioned phone calls by non-English speakers were requests for information, and bilingual staff from SCAG was able to address the caller's needs. In the few cases where interpreters were needed at public meetings, SCAG's bilingual staff was able to accommodate the non-English speaker(s). SCAG also receives visiting delegations, and bilingual staff members have been able to assist in working with these groups.

In conducting outreach for past cycles of the Regional Transportation Plan/Sustainable Communities Strategy, SCAG translated several key documents and made them available on the agency website.

THE IMPORTANCE OF SCAG'S PROGRAMS TO LEP POPULATIONS

As the Metropolitan Planning Organization for the region, SCAG represents six counties, including 191 cities and nearly 19 million residents. The agency develops long-range regional transportation plans as well as sustainable communities strategies, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG does not implement projects, so the agency works with partners at the County Transportation Commissions and local jurisdictions to develop plans in a "bottom-up" process. The agency follows this process to provide local and county jurisdictions with a greater voice in determining their priorities.

SCAG's planning activities have the potential to impact every person in the region and SCAG seeks to provide reasonable opportunities for interested parties to comment or provide input on these activities. SCAG evaluates the planning activity at hand, whether it be a planning study or a demonstration project, and assesses what level of public engagement would be the most effective. SCAG's Public Participation Plan outlines some of the strategies used to engage LEP populations, in particular those living in rural and environmental justice communities.

RESOURCES FOR LEP OUTREACH

As listed in the Language Assistance Plan portion of this document, SCAG translates vital documents, makes available interpreters or translation services at public meetings upon request and conducts outreach to ethnic media. Outside of its main headquarters in downtown Los Angeles, SCAG maintains regional offices in the other five counties, including: Imperial, Orange, Riverside, San Bernardino and Ventura. These offices are each staffed by a liaison that provides outreach to member cities and other agencies. They play an important role in SCAG's overall public outreach efforts by working with local agencies to identify stakeholder groups that may be interested in participating in regional planning.

In addition to SCAG staff resources, budget is allocated each year to contracts with outside consultants to provide translation services.

CONCLUSION

Given the size and diversity of the SCAG region, SCAG's frequency and type of interaction with LEP persons, and the resources available, SCAG determined that the agency prioritizes access to information and translation of vital documents in the four most frequently spoken languages in the region other than English – which are Spanish, Chinese, Korean and Vietnamese. Provided that it has the resources to do so, SCAG will also, upon request, translate documents and provide interpretation services in other languages upon request.

SCAG'S LANGUAGE ASSISTANCE PLAN FOR LEP POPULATIONS

Based on the results of the four-factor analysis, SCAG has prepared a Language Assistance Plan, utilizing a broad range of tools to engage LEP populations and provide staff procedures for providing assistance.

TRANSLATION OF VITAL AND NON-VITAL DOCUMENTS

To achieve compliance with U.S. DOT guidelines, SCAG has taken into consideration the Safe Harbor Provision of the FTA Title VI Circular (4702.1B) in developing its policy on translating documents:

"DOT has adopted DOJ's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost."

SCAG's four-factor analysis reveals more than 30 languages that are spoken by more than 1,000 LEP persons in the SCAG six-county region. Spanish-speaking LEP persons are the largest group, representing 67.43% of the total LEP population, followed by Chinese (8.7%), Vietnamese (4.92%), Korean (4.39%), Tagalog (3.16%) and Armenian (2.36%). There is no other language that exceeds two percent of the LEP population share.

Upon review of the four-factor analysis, SCAG determined that the agency will translate documents considered "vital" into the four most frequently spoken languages other than English – Spanish, Chinese, Vietnamese and Korean. These vital documents include:

- Notices of availability
- Display ads in ethnic newspapers
- Public hearing/meeting notices with information on free language assistance services
- Title VI complaint form
- Notice of a person's rights under Title VI

The Agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other non-vital documents – such as long-range plans (in their entirety), executive summaries of plans or fact sheets as well as flyers and announcements into Spanish, Chinese, Vietnamese or Korean. Where possible, SCAG will provide translated information directing to available translation resources in all languages encompassing more than 1% of the SCAG region's LEP population.

With regard to translating vital and non-vital documents into other languages, SCAG is committed to providing reasonable access to all individuals and complying with the DOT’s Safe Harbor Provision. Subject to available resources, SCAG will provide translations of the agency’s vital – and non-vital documents on a case-by-case basis – by request. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

INTERPRETING AND ORAL LANGUAGE ASSISTANCE

SCAG will provide interpreting assistance at its public meetings and workshops with, at minimum, a 72-hour advance notice. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

SCAG relies on a contracted firm to meet most of its interpreting and translation needs. To support these projects, SCAG also often enlists the help of bilingual staff for quality control purposes. These staff members are fluent in English and Spanish, Chinese, Korean or Vietnamese, and are well versed in planning terminology and concepts.

SCAG’s contracted translation service maintains a roster of certified and/or qualified interpreters who are utilized on an as-needed basis. Interpreters will need to assess the reading level of the audience and speak to the target language group’s vocabulary, phrases and/or dialects. Interpreters and translation services must also demonstrate proficiency in both English and the other language, as well as accurately communicate specialized terms or concepts in regional planning.

OUTREACH AND MEDIA ENGAGEMENT

When engaging the public on its long-range plans and programs, SCAG has used traditional media outlets (print, radio and television) to spread information – and this applies to LEP populations as well. SCAG sends press releases and public meeting announcements to local ethnic media, and purchases display ads for public hearing notices in Chinese, Korean, Spanish and Vietnamese language newspapers serving the region, when possible.

As outlined in the Public Participation Plan, SCAG will outreach to local organizations to engage those who are traditionally uninvolved or under-involved in the planning process, including rural and economically disadvantaged LEP populations. SCAG will provide in-language group presentations upon request towards this effort. Group in-language presentations may be requested by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

USE OF BILINGUAL STAFF

All front-line SCAG staff are provided with the LEP Plan and educated on procedures and services available. To assist in identifying LEP individuals who need language assistance, SCAG will utilize the U.S. Census Bureau’s “I Speak” language identification list. The list translates “Mark this box if you read or speak [language name]” into 38 different languages and will be an effective tool at SCAG’s reception desk, public meeting rooms and regional offices.

As mentioned previously, SCAG relies on a core group of volunteer bilingual staff to assist in providing live interpreting and consultant translation review. Special steps are taken during regular and special board meetings. Bilingual staff who volunteer to serve as interpreters and translators are on hand to assist with language interpretation, during the public comment portion of the meetings. For public hearings and workshops required by law, the bilingual staff is briefed on the content of any presentation and has access to additional resources with which to reference. Finally, the bilingual staff is provided information on the following topics:

- Understanding the Title VI LEP responsibilities
- What language assistance services SCAG offers
- Frequently used planning terms and their translated equivalents
- Use of LEP “I Speak Cards”
- How to access a staff interpreter
- Documentation of language assistance requests
- How to handle a complaint

MONITORING AND EVALUATING THE PLAN

Ensuring fair and equal access to information is a priority for SCAG. SCAG will institute a formal procedure to document the frequency with which LEP persons who encounter agency staff, programs, or download translated documents available on the website, in addition to the nature of the interaction (i.e. an information request, request to translate new documents, etc.).

When performing public outreach or at public hearings, SCAG will distribute a survey for LEP participants to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed.

SCAG will assess and evaluate its Language Assistance Plan as required. This will allow the agency to determine if there are sufficient resources (such as staff, technology and funding) to meet potential needs in advance of planned public outreach activities.

APPENDIX F

RESOLUTION

[TO BE INSERTED UPON REGIONAL COUNCIL APPROVAL]



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AGENDA ITEM 6
REPORT

Southern California Association of Governments
September 7, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

RECOMMENDED ACTION FOR EAC:

Recommend that the Executive/Administration Committee (EAC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

RECOMMENDED ACTION FOR JPC:

Receive and File

RECOMMENDED ACTION FOR RC:

Recommend that the Regional Council (RC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report requests that the Executive/Administration Committee and Regional Council approve the updated guidelines for the Programs to Accelerate Transformative Housing (PATH) program. The Community, Economic and Human Development Committee (CEHD) and Regional Council approved the PATH Program Guidelines on November 3, 2022, and subsequently, on March 2, 2023, approved the PATH Program Application Template, along with the authorization to release the call for applications under the PATH program.

Within the PATH Guidelines the program "Regional Utilities Supporting Housing (RUSH)" was outlined with the intention of refining its specifics based on recommendations from the RUSH Industry Forum, held on April 28, 2023. The updated PATH Guidelines reflect insights gained from the RUSH Advisory Services Panel and Industry Forum. The RUSH Pilot Program is the final of the three program areas under the PATH program to be released. The \$35M competitive grant program is focused on utility infrastructure planning and capital improvements that will support jurisdictions meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Goals and Objective.

BACKGROUND:

The PATH program will help realize the Housing Supportive Infrastructure Key Connection in the adopted 2020 Connect SoCal Plan by creating the foundational conditions for housing to be realized at scale across the Southern California region. The PATH Program Guidelines include evaluation criteria that encourages the distribution of projects across the SCAG region, which ensures the REAP 2.0 funds lead to regionwide significant beneficial impacts. All projects must meet all REAP 2.0 funding requirements.

The PATH Guidelines will be used across the three funding areas which include the NOFA For Lasting Affordability (NOFA), Regional Utilities Supporting Housing (RUSH) Pilot Program, and Housing Infill on Public and Private lands (HIPP) Pilot Program. Full descriptions for each of the funding areas and the PATH program are included in the PATH Program guidelines. The Call for Applications closed this summer for the HIPP Pilot Program and NOFA for Lasting Affordability. Applications are currently being reviewed by the evaluation selection committee, with Regional Council approval of awards anticipated for HIPP in October and for NOFA in November.

To inform the development of the RUSH pilot program SCAG led the formation of an Advisory Panel to identify current challenges, best practices, innovative examples, and recommendations that could better align utility investments with planned housing production. The panel gathered for three days in SCAG's offices and as a part of the data-gathering process, interviewed a variety of stakeholders including various utility providers and municipal officials from across the SCAG region. These conversations helped the panel understand some of the broader infrastructure challenges in the region, as well as the regulatory environment in which utility districts operate. At the conclusion of the Advisory Panel discussion, SCAG hosted the RUSH Industry Forum on April 28, 2023, where officials from all jurisdictions and other stakeholders were invited to listen to the recommendations and then meet in groups for further discussion of the ideas.

SCAG staff incorporated some of these recommendations into the revised RUSH Pilot Program and the PATH Guidelines. The PATH Program Guidelines (Attachment 1) has been revised to reflect refined applicant eligibility requirements and proposed eligible uses, which is summarized in this report and in the attached presentation (Attachment 2).

SUMMARY OF ADVISORY PANEL AND INDUSTRY FORUM:

Challenges - The Advisory Panel identified several utility infrastructure challenges that impede the acceleration of housing production within the SCAG region. Among these challenges are the delays that arise during the coordination of utilities beginning from long-range planning, the entitlement process and missed opportunities to “dig-once” alongside other major infrastructure projects. Another concern identified is the need to prioritize utility investments in communities burdened by historical discrimination and underinvestment. This seems misaligned with housing development planning, which actively pursues fair housing, and other planning and funding frameworks that prioritize racial equity and the needs of disadvantaged populations.

Other challenges arise from the impacts of resource demand, including the capacity of wet infrastructure (main lines, stormwater trunk lines) and necessary improvement costs that can impact the feasibility of housing projects. The demand for electrification is also rapidly increasing, challenging the readiness and stability of electric infrastructure. Lastly there is a lack of sufficient utility workforce in keeping up with the demand, especially true for electricity providers, who not only face a significant increase in service demand but are competing with high-paying technology firms for workers.

Recommendations - The panel explored a variety of different approaches to these utility infrastructure challenges. The common theme stemming from these recommendations is how SCAG can take on a regional leadership role in advancing regional utility coordination, including integrating mapping within SCAG databases to identify opportunities and challenges, convening and supporting discussions between local jurisdictions and utility providers, and leading a multi-agency collaboration to “dig-once” to encourage strategic improvement utilities by taking advantage of construction being planned by other agencies. The recommendations also encompass suggestions for SCAG to consider while prioritizing the RUSH Pilot Program, including funding projects that address mapping utility infrastructure constraints and capacity, capital funding for capacity issues at priority housing sites, and pilot projects with technologically innovative infrastructure solutions. It was also recommended that equity be a central focus for distributing RUSH Program funds as well as prioritizing projects with a multi-beneficial approach. The recommendations were aligned to the evaluation criteria in the existing PATH Guidelines and will be captured in the RUSH funding application.

In addition, the Advisory Panel recommended funding three capital pilot projects in urban, suburban, and rural areas. Staff updated the Guidelines to note that up to \$30M will be allocated to capital projects, maximum award per application is up to \$10M, and the goal is to fund at least three projects in the SCAG region.

PATH GUIDELINES UPDATE:

- *RUSH Eligibility (Section 2.1/2.3):*

Eligible Applicants are now identified as Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region. Direct eligibility for funding no longer extends to developers and utility districts.

- *RUSH Project Types (Section 2.3):*

Eligible project types were further elaborated in both infrastructure planning and capital project categories. Additionally, the guidelines were updated to place an emphasis on green infrastructure, resilience, and adaptation. In the original guidelines, eligible uses were broadly covered.

- *Funding Award Amounts (Section 2.3):*

Originally, the guidelines did not specify sub-allocation targets between infrastructure planning projects and capital projects. The guidelines have been updated to note that up to \$30M will be allocated to capital projects, with a maximum award of up to \$10M per applicant, and the goal to fund at least three (3) projects in the region. In addition, the Guidelines were revised to allocate a maximum of \$5M to planning projects, with maximum awards between \$800K- \$1M, and the goal of funding at least six (6) projects in the region. The Guidelines emphasize SCAG's goal of funding projects that represent the geographic diversity across the region.

- *Section 4.2 Implementing Agency (Section 4.2):*

The guidelines were revised to clarify the role of the Implementing Agency during the procurement process for RUSH capital projects. For any capital project award, it was specified that the eligible applicant shall be responsible for the procurement process. Additionally, concerning planning projects or projects following a Technical Assistance (TA) model within any of the PATH programs, the procurement could be carried out by either SCAG or the eligible applicant. The original guidelines did not specify a procurement approach for capital projects and Technical Assistance procurement was more restrictive.

NEXT STEPS:

As previously noted, the CEHD and Regional Council previously approved the authorization to release the call for applications along with the PATH Program Application Template. However, it is now necessary to amend the previously approved PATH Program Guidelines to align with the refinement of the RUSH Pilot Program. The updated PATH Guidelines (Attachment 1) will enable SCAG staff to proceed with releasing the Call for Applications for RUSH in Fall of 2023.



FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program, project 305-4925.01 -- REAP 2.0 - Programs to Accelerate Transformative Housing (PATH).

ATTACHMENT(S):

1. PATH Program Guidelines 6 (23-0907)
2. PowerPoint Presentation - REAP 2 RUSH Industry Forum Summary and PATH Guidelines Update

REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Guidelines

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1.0 Introduction

SCAG is committed to a future where we all have the option to live closer to our jobs, services, and daily destinations with transportation options so we can walk our kids to school, ride our bikes to work, take transit and have access to shared mobility services that reduce the need to drive. Infill housing, combined with transportation network improvements and strategies, results in improved multimodal access to community amenities, lowers average trip length and reduces vehicle miles traveled.

The Regional Early Action Planning Grants of 2021 (REAP 2.0) is managed by The California Housing and Community Development Department (HCD) in collaboration with the Strategic Growth Council (SGC), Governor’s Office of Planning and Research (OPR), and State Air Resources Board (CARB) (“the State Partners”), and provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition, REAP 2.0 is specifically designed to provide MPOs and other Eligible Entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

1.1 Regional Early Action Planning (REAP) 2.0 Grant Program

REAP 2.0 (REAP 2021) was established through AB 140 (July 2021) as part of the mid-year budget revise for the State’s FY 21-22 budget, to fund transformative and innovative projects that implement a region’s Sustainable Communities Strategy (SCS) and help achieve the objectives of more housing and transportation options that reduce reliance on cars. REAP 2.0 builds on actions completed through the 2019 REAP grant program but expands the focus by integrating housing and climate goals, and by allowing for broader planning and implementation investments, including infrastructure investments supporting housing development.

1.1.1 REAP 2.0 State Program Goal

The goal of the State REAP 2.0 grant program is to invest in Housing planning and Infill Housing-supportive infrastructure across the entire state in a manner to reduce VMT, increase Housing affordability, and advance equity consistent with all the following:

- Advancing the State Planning Priorities, as described in Section 65041.1 of the Government Code;
- Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code;
- Facilitating Housing Element compliance and progress for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code; and
- Advancing and implementing the region’s SCS, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable to achieve climate goals.



1.1.2 REAP 2.0 State Program Objectives

The REAP 2.0 Program Objectives defined in the State’s Final REAP 2.0 Program Guidelines are:

1. Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Further Fair Housing; and
3. Reduce Vehicle Miles Traveled

More information on REAP 2.0 is available online: <https://scag.ca.gov/reap2021>.

1.2 REAP 2.0 SCAG Framework Core Objectives

On June 1, 2022, the SCAG Executive/Administration Committee recommended approval of SCAG’s REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. Within the Framework, the Programs to Accelerate Transformational Housing (PATH), originally called Housing Supportive Infrastructure (HSIP), provides funding for projects with an immediate and transformative impact on accelerating infill development that facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces vehicle miles traveled.

The PATH Program is designed to realize the Housing Supportive Infrastructure *Key Connection* in SCAG’s 2020 adopted Connect SoCal by creating the foundational conditions that allow Housing to be realized: such as financing, investments in infrastructure, and land use planning. The Framework identifies two other programmatic areas: the County Transportation Commission (CTC) Partnership Program and the Early Action Initiatives. As appropriate, each program will have its own guidelines. As envisioned all three programmatic funding areas work together to achieve the state REAP 2.0 program goals and SCAG’s REAP 2.0 core program objectives.

SCAG Program Framework Core Objectives

- Support transformative planning and implementation activities that realize the objectives of Connect SoCal, region’s adopted Regional Transportation Plan/Sustainable Communities Strategy.
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities¹
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals ²
- Represent best practices in vehicle miles traveled (VMT) reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas³

¹ The draft REAP 2.0 Program Guidelines included addressing the communities most impacted by the pandemic as a core objective and had required for programs to be developed to specifically address the communities most impacted by the pandemic, which prompted the inclusion of this language in SCAG’s adopted Framework. The final REAP 2.0 Program Guidelines however do not reference the pandemic as a core objective and requirement. SCAG’s programs will still ensure that the communities most impacted by the pandemic are a focus of and served by REAP 2.0 programs in the targeting of Disadvantaged Communities and Communities of Concern, which are further defined in this document and correlate with communities that have been most impacted by the pandemic.

² 6th cycle RHNA (Regional Housing Needs Assessment) means the existing and projected need for Housing for each region, as determined by the Department of Housing and Community Development pursuant to Section 65584.01 of the Government Code.”

³ This does not include Spheres Of Influence.



2.0 PATH Program

This document defines the overall program objectives, structure, funding, eligible uses, evaluation criteria, and general contracting requirements. The Programs to Accelerate Transformative Housing (“PATH”) Program is the new name for the Housing Supportive Infrastructure Program described in SCAG’s adopted Regional Early Action Planning (REAP) 2.0 grant Framework.

The state REAP 2.0 program funds investments for:

“**Transformative Planning and Implementation Activities**”, which are defined to mean Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in land use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of the state REAP 2.0 program goal.

The PATH program was developed based on the final REAP 2.0 Program Guidelines, dated July 26, 2022, and through broad and inclusive outreach across the Southern California region with the intention that insight, thoughts, needs and other feedback from stakeholders within the housing and affordable housing sectors and representing the diversity of voices in the region is incorporated.⁴

The program is consistent with, and defers to, the state REAP 2.0 Program Guidelines for establishing terms, conditions, forms, procedures, and other mechanisms necessary to effectuate the program. The REAP 2.0 [final program guidelines](#) were released by HCD on July 26, 2022.

The PATH program will be adjusted as necessary based on feedback from the SCAG Policy Committees and Regional Council and further stakeholder engagement. After submission of the final REAP 2.0 application to the State, the program may be adjusted to reflect feedback from the State Partners. In the REAP 2.0 Guidelines, the state reserves the right, at their sole discretion, to suspend, amend, or modify the provisions of the REAP 2.0 Guidelines at any time, including, without limitation, the amount of funds available hereunder. If such an action occurs, the Department will notify all interested parties. As such, SCAG reserves the right, at its sole discretion, to suspend or amend the provisions of this Program in collaboration with the State, including but not limited to grant award amounts. The final Program will be updated to reflect any feedback received once SCAG’s full REAP 2.0 funding application is approved by the State.

2.1 Program Structure

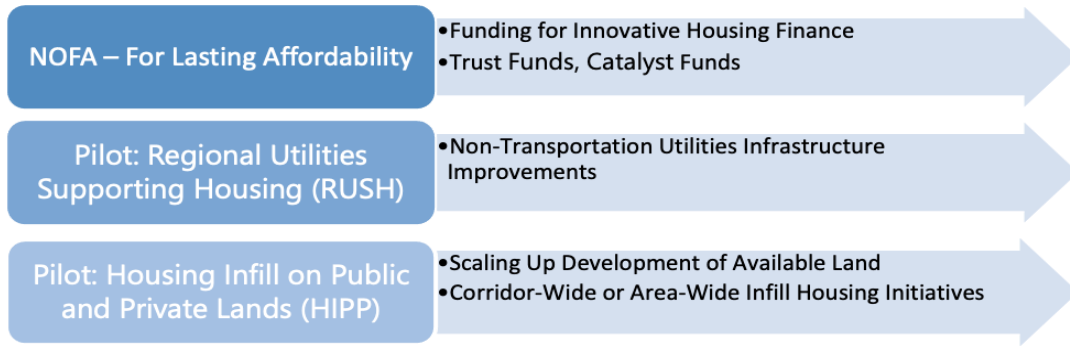
The REAP 2.0 program will fund proposals that provide a “*significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors*” in infill areas as defined by the state and presented on Page 16 of these guidelines and the funding applications⁵. All project activities including all subapplicant projects must meet the infill definition as defined on page 39 of the State REAP 2.0 program

⁴ A summary of outreach and how feedback was integrated will be available on the REAP 2.0 Program webpage.

⁵ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

guidelines. Significant beneficial impact is further defined in Section 3.2.1. of these guidelines. Please note that REAP 2.0 funding must go beyond basic efforts to complete updates or amendments identified in Housing Elements or required for compliance with State housing laws and other statutory obligations; it is not for small projects or programs.

PATH Program Structure



The PATH program includes a Notice Of Funding Available (NOFA) and two Pilot Programs. Each will use a competitive application process that will be further defined in future, more detailed funding applications that will draw on the evaluation criteria described in Section 3.0. A local match is required for all three, which can be in the form of local supporting policies, partnerships, or a funding match. The application for the NOFA and each pilot program will provide the application process and scoring rubric. All applications must consider and support disadvantaged and historically underserved communities. Depending on interest in the programs, funding requests could be awarded in full or in part.

Funding by Program Area, Uses, and Eligibility

Total Funding: \$88,835,000

	NOFA For Lasting Affordability	RUSH Pilot Program⁶	HIPP Pilot Program
Funding:	\$45,000,000	\$35,000,000	\$8,835,000
Release Date: <i>(Targeted)</i>	Spring 2023	Fall 2023	Spring 2023
Award Date: <i>(Anticipated)</i>	Summer 2023	Winter 2024	Summer 2023
Focus:	Supports innovative ⁷ finance and strategies to increase supply, choice, and lasting	Focuses on investments in utility infrastructure planning and capital improvements	Focuses on:

⁶ To initiate the RUSH pilot program, in early 2023 SCAG will host an industry forum to identify sustainable district level utility investments that align with implementing the 6th cycle housing elements and REAP 2 program objectives. The outcome of the event and final report will inform development of the pilot program.

⁷ Innovative is defined as featuring new methods or introducing new ideas.



	NOFA For Lasting Affordability	RUSH Pilot Program⁶	HIPP Pilot Program
	<p>affordability, and achieve a mix of housing types and price ranges including for households at or below area median income.</p> <p>Other uses include land banking, funding for predevelopment costs, bridge and gap financing, and funding to establish new permanent funding sources and loan products</p>	<p>supporting jurisdictions meet 6th cycle housing elements and REAP 2 program objectives.</p> <p>Utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if tied to one of the other utilities identified but cannot be the main factor.</p> <p>Eligible projects will include increasing capacity for a sizable number of housing units and affordable units</p>	<p>1) Scaling up development on publicly and privately owned lands with affordable or mixed income housing and ancillary neighborhood businesses and supporting infrastructure.</p> <p>2) Supporting entities with regulatory land use control implement corridor-wide and area-wide infill housing initiatives based in justice, equity, diversity, and inclusion.</p>
Eligibility:	Entities that manage an established or planned Housing trust ⁸ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability.	SCAG cities/counties, Tribal Governments, or Public Agencies with role in housing production.	Entities that are in control of underutilized, surplus, or excess land available for affordable housing, and entities with regulatory land use control.
Applicants: <i>(Includes but is not limited to)</i>	Includes a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.	SCAG cities/counties, Tribal Governments, and Public Agencies with role in housing production in infill areas..	Includes a public agency, a transit agency or district; a city; a county; tribal entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

The NOFA and pilot programs are summarized in the following section, which includes lists of eligible uses. The eligible uses described are not exhaustive, however, any use proposed must have a significant geographic or region-wide benefit or scope, meet all the criteria in Section 3.0 below, and be centered in

⁸ The PATH program defines a trust as “a distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.”



supporting Transformative Policy and Implementation Actions that achieve the state’s REAP 2.0 Program Goal, meet the SCAG REAP 2.0 Program Framework Objectives, and all requirements of the PATH program.

2.2 Notice of Funds Available: Funding for Lasting Affordability

Depending on interest in the program, funding requests could be awarded in full or in part. Eligible applicants are broadly construed to include, but not be limited to entities that manage an established or planned Housing trust⁹ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability. Applicants may include a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.

Summary

The NOFA supports programmatic level investments in housing trust funds, community land trusts, catalyst funds and nonprofit organizations that secure lasting affordability in compliance with the program and the state REAP 2.0 guidelines. This includes funding to support transformative, innovative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.

Eligible activities are at a programmatic level, meaning that funding can be used to create or expand existing finance tools and loan products. Consultant support is available to develop business models, studies, and analysis to establish new or expand existing actions or capacities within housing trust funds, community land trusts, catalyst funds, revolving funds, and other public/private/philanthropic partnerships or nonprofit organizations that secure lasting affordability in compliance with the PATH program guidelines and the state REAP 2.0 guidelines; to achieve and maintain affordable housing at a regional scale. Through establishing a new or expanding an existing loan product or financing tool, the funding awarded can be used for any of the following actions:

- **Consulting assistance and funding** to establish or increase existing impact of a housing trust fund, community land trust, catalyst fund, revolving fund, and other form of public/private/philanthropic partnership, or to support a nonprofit organization securing lasting affordability in compliance with the Programs to Accelerate Transformational Housing (PATH) program guidelines and the state Regional Early Action Planning Grants of 2021 (REAP 2.0) guidelines to provide and maintain affordable housing at a regional scale.
- **Actions and projects** can include developing or increasing organizational capacity for a trust or fund including to develop a new or expand an existing loan product or funding tool that will be used for any of the following activities (please note that specific information required in Section 3, project description, and Section 4, evaluation criteria, for funding requests related to a loan product or financing tool):
 - **New strategies, and/or business models and structures** for existing or emerging housing or land trusts that will lead to expanded affordable housing in infill areas (both through new

⁹ A distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.

construction and acquisition and conversion of existing buildings to affordable housing) helping to achieve the 6th cycle RHNA.

- **Innovative Finance Products** to explore untested lending products, including loan products, leverage to secure additional funding, and activities in advance of having all necessary steps completed to construct a housing project in line with the program objectives.
- **Predevelopment, Bridge and Gap Funding** to support finance models and products for developing and maintaining affordable housing. Activities can include acquisition of existing residential buildings for preservation and conversion to affordable housing, predevelopment expenses, bridge financing (between predevelopment and permanent financing), and gap funding for affordable housing developments that have assembled primary funding sources but still have a remaining funding need. Projects must meet the REAP 2.0 program requirement for being transformative and must be able to start within 5 years of award.
- **Consulting Assistance** to develop transformative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.
- **Permanent Funding Sources Supporting a Trust or Fund** identify and establish local and regional permanent funding sources for affordable housing, including general obligation and other bond initiatives, tax increment financing programs, in-lieu fee and residential or commercial/affordable housing linkage fee programs, revolving loan funds and other finance strategies creating permanent funding.

SCAG will develop a bench of consultants to support awarded applicants develop business models and complete studies and analysis for new funding streams, as needed. Pending state approval of the funding schedule, an awarded applicant may request a direct suballocation of funds as a grant to use in a proposed new affordable housing loan product or financing tool to accomplish the activities listed above. For a direct grant the submitted application must provide as much detail about the loan product or financing tool as possible including anticipated underwriting, affordability terms and restrictions, target populations, and anticipated impact related to increasing housing supply, choice and affordability. If a direct suballocation is awarded, the awardee is expected to fulfill all required administration and reporting requirements.

2.3 Pilot Program: Regional Utilities Supporting Housing (RUSH)

Eligible applicants must be a(n):

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

Summary

The RUSH Pilot Program is focused on investments in utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Objectives. Projects should include building



capacity for a sizable number of housing units and work towards addressing housing affordability. For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025.

New infill housing often comes with costs tied to upgrading or replacing existing utilities infrastructure to support new demand, which can add millions of dollars in cost to residential projects and extend the housing production timeline. With the 6th cycle of the housing element process nearing completion in the SCAG region, SCAG’s 191 cities and 6 counties have identified site inventories that provide a roadmap to Housing production in the region. However, broader district level planning for utilities is not currently aligned with the site inventories identified in housing elements. For this program, utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if it is tied to one of the other utilities identified but cannot be the driving factor in a proposed project.

In Spring 2023, SCAG hosted an Industry Forum centered on exploring sustainable and district level investments in utilities that align with implementing RHNA housing production goals and the site inventories in draft, adopted or compliant 6th Cycle housing elements. The outcome of that event and final report informed the development of the RUSH Pilot Program.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure that increases water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

All projects MUST include a clear nexus to housing production in infill areas. Eligible project types include:

- Infrastructure Planning – Creating plans and programs, including green infrastructure plans, to **support increased utility capacity in areas designated for residential development** in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale, and include green elements. Potential projects could include, but are not limited to the following:
 - Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
 - Creating a Capital Improvement Plan
 - Creating a Green Infrastructure Plan
 - Digital Utility Data Inventory Tools
 - Developing Cost Estimating Tools for Utility Improvements and Connections
 - Pilot Innovations

- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:
 - Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
 - Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.
 -

A total of \$35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to \$30M will be allocated to *Capital Projects*, with a maximum award of up to \$10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between \$800K- \$1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas. Depending on interest in the program, funding requests could be awarded in full or in part.

2.4 Pilot Program: Housing Infill on Public and Private Lands (HIPP)

Eligible applicants are broadly construed to include, but not be limited to entities that are in control of underutilized, surplus, or excess lands available for inventory and assessment for development of affordable housing, and entities with regulatory land use control. Applicants may include a public agency, a transit agency or district; a city; a county; Tribal Entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

Summary

The HIPP pilot program is focused on 1) scaling up development of surplus and/or excess publicly owned lands, or other underutilized privately owned land that can be redeveloped with affordable or mixed income housing and ancillary neighborhood serving businesses and supporting infrastructure, and 2) supporting eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide target area, focused on infill housing and based in justice, equity, diversity, and inclusion.

SCAG will develop a bench of consultants and initiate studies supporting the participating entities identify, assess, and move available lands in infill areas into development with an affordable housing component, and scale housing capacity in infill areas and corridors. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to successful affordable housing and mixed-use projects.



Scaling Up Development of Available Land. The pilot program will provide consultant support and technical assistance including support through the pre-development phase including but not limited to site identification; feasibility and environmental assessments; project scoping and sponsor/developer selection; community engagement; master planning; and engineering. SCAG will develop a bench of consultants and conduct studies supporting participating entities identify, assess, and move available lands into development with an affordable housing component. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to the successful development of available land. The site feasibility and readiness assessments will be based first on alignment with existing transit and utilities infrastructure, and secondarily on future planned investments. Projects targeted for these funds should provide opportunities to explore large scale development/redevelopment of a site or scattered sites as well as innovative models to streamline delivery of affordable and mixed income housing. Innovative models may include concepts such as new financing mechanisms, standard designs or even design/build competitions. This component of the HIPP pilot program is focused on a specific site or scattered sites for development, and where the applicant can demonstrate that it is possible for construction to begin within 5 years of award.

Depending on interest in the Pilot Program, SCAG may allocate some funding for the development of templates for affordable housing transactions (such as standard Request For Proposals (RFP) and resultant legal documents) and feasibility studies paired with resources to begin development activity and/or to consider multiple multi-year development scenarios and alternative financing strategies for development of publicly and privately owned lands.

Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives. Moving beyond site specific development, the HIPP pilot program provides flexibility for eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide infill area, with a focus on housing and affordable housing based in justice, equity, diversity, and inclusion. Proposed projects or policies should be consistent with the programs included in the local 6th Cycle Housing Element. Supported activities can include funding for technical assistance, staffing and consultants, community engagement, peer learning cohorts, data, and mapping. Eligible activities must lead to an adoptable/implementable deliverable that meets REAP 2.0 Program Goals:

- *General Plan Amendments, Specific Plans, Development Guidelines and Standards, and Rezoning for Housing Element Implementation and Compliance* – Corridor-wide or area-wide general plan amendments and code changes and zoning-based housing and affordable housing incentives focused on large scale overlay districts or other incentive programs, local density bonuses, reduced parking minimums and/or parking maximums, and as-a-right development approval.
- *Environmental Clearance and Permit-Streamlining Facilitating Affordable Housing* – Jurisdictional and agency-wide reductions in process and timing for residential/residential-mixed use approvals resulting in quantifiable cost and/or time savings. Preparation of required environmental review documents for corridor-wide or area-wide plans that facilitate housing development with an affordable component that could foreseeably begin construction in five years, including but not limited to CEQA and NEPA, Coastal Commission approval, Department of Toxic Substances Control review or other clearances.
- *Increasing Affordable Supply and Preventing Displacement* – Corridor-wide and area-wide policy or projects increasing the supply, availability, and access to housing at below market rate rental and

ownership prices. Projects focused on preventing jurisdiction-wide, corridor-wide, or area-wide displacement and loss of existing affordability. Funding can support the creation of inclusionary housing rental and homeownership programs, transfer of development rights and other approaches achieving a mix of housing types, and rental and sales price ranges that set aside housing at or below the area median income. Eligible uses also include enabling programs and strategies for preventing loss of existing affordable housing in the speculative real estate market, extending expiring affordability covenants, establishing community or tenant opportunity to purchase programs, and other programs achieving a quantifiable benefit for preserving existing affordability and preventing displacement.

- *Other Strategies Accelerating Housing and Affordability* – Large-scale transformative jurisdictional, corridor-wide, or area-wide projects not otherwise described above can be proposed but must meet all program requirements and have a strong nexus to housing supply, choice and affordability, or preventing displacement. Such projects will be evaluated on a case-by-case basis.

To support the pilot program, SCAG will conduct studies on alternative building designs and materials, and processes for reducing construction and operating costs. This will include studies addressing direct and indirect greenhouse gas reduction and climate adaptation goals for preserving existing and constructing new multi-family rental and ownership housing. The study of sustainable urban greening and cooling solutions for multi-family housing is anticipated to be launched in early 2024. The study will identify potential locations for urban greening investments supporting housing development, accelerating housing production, promoting stormwater capture, and leading to energy savings. SCAG will also complete a study to identify potential cost savings from urban cooling strategies in the context of the Energy Code’s performance approach for assessing electricity needs and budgets for rental and ownership multi-family residential buildings. The outcomes of the studies will be shared with HIPP funding recipients and can be used to inform the location and design of the buildings that will ultimately be developed on infill lands following the assessment in the HIPP pilot program. An engagement campaign to promote pro-housing and housing supportive policies across Southern California will also be developed. The campaign will use SCAG’s *Go Human* program as a model to engage local leaders and organizations in advancing housing production and affordability.

2.5 Ineligible Uses

Applications for ineligible activities or projects that do not meet the funding criteria of these guidelines will not be accepted. Ineligible uses are uses inconsistent with the REAP 2.0 goals in Section 1.1, SCAG REAP 2.0 Program Framework Core Objectives in Section 1.2, and/or the program objectives in Section 3.1, and include but are not limited to:

- a. Uses that solely update or amendment local general plans, codes, ordinances, or programs for compliance with changes in statutory requirements,
- b. Roadway or highway capacity increases,
- c. Advocacy work (direct lobbying for specific bills or local propositions),
- d. Bonus payments of any kind,
- e. Ceremonial expenses,
- f. Commission fees,
- g. Real estate brokerage fees or expenses,



- h. Services, materials, or equipment obtained under any other state program,
- i. Stewardship of legal defense funds,
- j. General meetings that do not specifically discuss or advance implementation of awarded REAP 2.0 funds,
- k. Using funds for mitigation activities already mandated by local or state governing bodies or agencies,
- l. Ongoing expenses (e.g., routine maintenance or operations of transportation infrastructure associated with transit service expansion),
- m. Costs associated with automobile or motorcycle parking (excluding EV charging infrastructure). Proposed Uses with a surface parking component are not eligible,
- n. Costs associated with infrastructure related to fossil fuels, including connections to natural gas infrastructure,
- o. Costs associated with ongoing provisions of internet service,
- p. In lieu fees for local inclusionary Housing programs,
- q. Updates to the RTP,
- r. Organizational membership fees,
- s. Street construction or repair to benefit vehicular traffic, and
- t. Other items unrelated to the REAP 2.0 Program or application.

2.6 Funding Awards

SCAG will issue the PATH program funding through a Notice of Funding Availability (NOFA) and two pilot programs. Depending on interest and qualified applications, funding can be shifted between the NOFA and the two pilot programs. Additional funding could be issued through the PATH program depending on the amounts encumbered through other SCAG administered REAP 2.0 programs, as each program is developed and implemented.

Applicants shall be notified in writing whether the application was conditionally awarded funding or if the application was not awarded within 60 days of the application deadline. Funding awards must be approved by the SCAG Regional Council and encumbered, meaning the MOU executed, by June 30, 2024.

The Notice Of Funds Available (NOFA) will initially receive \$45,000,000 in funding to support housing trusts and catalyst funds and affordable housing actions as described in Section 2.2.

The RUSH pilot program will initially receive \$35,000,000 in funding to support non-transportation utilities infrastructure planning and improvements as described in Section 2.3.

The HIPPP pilot program will initially receive \$8,835,000 in funding to develop the partnerships, acquire data, and complete the studies and feasibility analysis, with some funding deployed by SCAG for templates or studies required to support selected projects and programs as described in Section 2.4.

In addition to the funding amounts provided in the chart, \$23 million in REAP 2.0 funding is allocated to the region’s subregional councils of government through the [Subregional Partnership Program 2.0](#), which is designed to fund programs, policies and projects implementing 6th Cycle housing elements and affordable housing strategies.

2.7 Program Timeline

The Program will begin following adoption by the Regional Council, approval from the State of SCAG’s REAP 2.0 final funding application, and concurrence from the State on the Program. All funds awarded must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is



executed, by January 30, 2024, and fully expended by December 31, 2025, unless extended in advance in writing by and SCAG. A final closeout report will be due to SCAG by December 31, 2025.

Program Timeline	
Applications Released for NOFA and pilot programs	Spring - Summer 2023
Awarded Funding Encumbered	January 31, 2024
All Funding Fully Expended	December 31, 2025
Final Report and Close Out	December 31, 2025

2.8 Application Schedules

The application schedule for the NOFA and both pilot programs will allow applicants to develop a funding application with consultation from SCAG staff in advance of the date to apply for funding.

Notice of Funds Available (NOFA) – Funding for Last Affordability¹⁰	
Application Release:	June 7, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 31, 2023 Closes at 5:00PM (Pacific Time)
Evaluation Period:	August – September 2023
Conditional Notice of Awards issued:	September 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

Regional Utilities Supporting Housing (RUSH) Pilot Program	
Industry Forum Event:	April 2023
Application Release:	Fall 2023
Application Due Date:	Winter 2024
Conditional Notice of Awards issued:	Winter 2024
Initiate Funding Agreements:	Early 2024

¹⁰ Dates are anticipated and dependent on State approval of SCAG’s REAP2.0 guidelines and Regional Council approval of the applications.



Housing Infill on Public and Private Lands (HIPP) Pilot Program	
Application Released:	May 10, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 10, 2023 Closes at 5:00PM (Pacific Time)
Evaluation Period:	July – August 2023
Conditional Notice of Awards issued:	August 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

2.9 Applicant Consultation Period

To meet the state REAP 2.0 requirement to award funding within 60 days of receiving a complete application, while also ensuring applicants have adequate time to consider and develop project proposals, SCAG will offer an application consultation period. During the consultation period applicants can submit draft applications to SCAG staff on a rolling basis for input and feedback on projects being proposed and the completeness of the application.

The consultation period will begin following approval from the State of SCAG’s REAP 2.0 funding application and by the SCAG Regional Council of the individual program applications, which is anticipated to be January 2023. During the consultation period, SCAG will release the application materials and host an information session. The session will be recorded and made available on SCAG’s REAP 2.0 program webpage. The information session is an opportunity to learn more about the program, ask questions, and receive feedback.

SCAG staff will also hold weekly office hours and will be available for one-on-one consultations with applicants. An applicant does not need to have a project to participate in office hours or meet for a one-on-one consultation. SCAG staff will make every effort to accommodate applicants. There is no limit to the number of meetings an applicant may request. SCAG staff will continue to host office hours and be available for consultations through the Friday prior to the close of the application period.

SCAG will develop and post answers online to all questions received. Attending the information session or office hours or scheduling a consultation is not required but strongly encouraged.

2.10 Application Submittal Date

REAP 2.0 funding requires that SCAG issue award letters within 60 days of receiving a complete application. To facilitate this timeline while allowing for flexibility and ongoing consultation, SCAG will consider applications received on the day that follows the close of the application consultation period. Applications can be submitted at any time during the consultation period to be considered received on the application date.

Anticipated Application Periods and Dates



	Application Period	Application Due Date
• NOFA	June – July 2023	July 2023
• HIPP Pilot Program	May - July 2023	July 2023
• RUSH Pilot Program	Fall 2023	Winter 2024

2.11 Application Requirements

Each application will include specific information and requirements, but in general the following lists the requirements to apply will include:

- Applicant must be an Eligible Applicant (see Sections 2.3, 2.4, 2.5)
- Proposed use(s) must be an eligible use(s) and meet all requirements in Section 3.0
- Application for funding must be filled out completely and submitted using the template application to be provided
- The following supporting documents must accompany the application:
 1. Scope(s) of work including budgets and schedules for all proposed funding uses
 2. Outcomes and proposed metrics (examples will be provided)
 3. Authorization to apply
 4. Letter of support

2.13 For Additional Information and Questions

For additional information or answers to questions please email the contact person listed below. Support from SCAG is available to complete the funding application.

HIPP/NOFA Contact: Jacob Noonan
 REAP 2.0 Housing Program Manager
 housing@scag.ca.gov

RUSH Contact: Ma’Ayn Johnson
 Department Manager
 housing@scag.ca.gov

3.0 PATH Program Objectives and Evaluation Criteria

The PATH program has the following program objectives.

3.1 PATH Program Objectives

Funding applications will be evaluated on how the activities proposed meet all program objectives:

1. Transformative Planning and Implementation Activities (refer to definition in Section 1.2) leading to a Significant Beneficial Impact (defined below) to:
 - Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
 - Affirmatively Further Fair Housing;



- Reduce Vehicle Miles Traveled;
- 2. Include Equitable Targeted Outreach;
- 3. Leverage Partnerships, Policy Match, and Cost Effectiveness, and
- 4. Prioritize Disadvantaged Communities
- 5. Contributes to Regionally Transformative Change

3.2 PATH Program Evaluation Criteria Summary

The PATH program provides a summary overview of the evaluation criteria. The forthcoming standalone funding applications will include detailed evaluation guidance, including the quantitative data and qualitative narrative factors that will be used to assess submitted projects. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region and within rural, suburban, and urban infill areas.

“Infill”, for the purposes of the REAP 2.0 Program, means areas where the following applies: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, **or**
- b. An established community that meets all the following criteria:
 - i. The area consists or previously consisted of qualified urban uses
 - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.

To be considered eligible, an application must include responses for how the uses proposed meet all the following criteria and REAP 2.0 program requirements.

3.2.1 Lead to a Transformative Significant Beneficial Impact

The application must include a summary of how the proposed use advances all REAP 2.0 and SCAG’s program goals and objectives, meets the definition of a Transformative Planning and Implementation Activity (refer to Section 2.0), and provides a **Significant Beneficial Impact**, meaning demonstrates the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating Housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide Housing policies, site planning, financial models, predevelopment and development processes, and ownership patterns in a significant and quantifiable manner. SCAG is interested in innovative models that can be replicated across the region and the state.

Metrics should be included when demonstrating Significant Beneficial Impact. Applicants may consider rates of change (e.g., percent increase over a baseline), the magnitude of impact relative to variables or targets, the proportion of need achieved, and the impact relative to past trends, policies, and practices.



Variables or targets may include but are not limited to benefitting households by income group; meeting and exceeding the housing production goals of the Regional Housing Needs Assessment; the number of Housing units anticipated and achieved (new construction, preservation/ conservation, and rehabilitation); density; infrastructure; infrastructure capacity and accessibility; community amenities; investments; Vehicle Miles Traveled reduction goals; regional and local equity policies; and GHG reduction goals.

The application should describe how each project proposed provides a significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors. This is to be done by describing how the project will address the following criteria and including appropriate metrics. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

3.2.1 (a) Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project will accelerate Infill¹¹ development near jobs and other key destinations to support increasing Housing choices and affordability that effectively reduce VMT and greenhouse gas emissions. One way this can be done is to focus development in Priority Growth Areas, as discussed in Chapter 3 beginning on Page 66 of the 2020 [Connect SoCal](#). The 2020 Priority Growth Areas are also visually displayed on the [Priority Growth Area Map](#).

The application should also describe how the proposed project will prioritize development that increases Housing choice and affordability at Infill sites and describe the Housing affordability components in the project that serve Low- and Moderate-income Households. *For Affordable Housing development programs* – which may involve allowable predevelopment costs (e.g., studies, land acquisition, entitlements), and bridge and gap large expenditures and capital investments – to be an eligible use a program must accelerate the supply of long-term Affordable Housing for Lower and Moderate- income Households and commit to development within a reasonable time frame (e.g., within 5 years of the expenditure deadline).

The following should be discussed in the application:

- i. The proposal’s impact on Housing supply, choice, and affordability
- ii. The proposal is located or implemented within an Infill area.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- iii. The proposal can be measured by, but is not limited to:
 - a. Number of Housing units (total, type, affordable, and per acre) projected within the 8-year 6th cycle RHNA period and potential to create lasting affordability (perpetual affordability),
 - b. Capital investments to support Housing development,
 - c. Mix of Housing unit types or sizes,
 - d. Increasing land use intensities,
 - e. Count of sites developable for future Housing, and/or
 - f. Number of new Housing units supported or provided by the Proposed Use or policy

¹¹ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

3.2.1 (b) *Affirmatively Further Fair Housing (AFFH)*

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Each proposed project must include meaningful actions, that taken together, address significant disparities in Housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. Each proposed project must support regional and local efforts that work towards ensuring all people have full and equal access to opportunities enabling them to lead healthy lives.

Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Establishing and enhancing strategies that create Housing mobility by improving access and/or removing barriers to Housing, or improving regional utilities supporting Housing in areas of opportunity;
- Encouraging development of new Affordable Housing in high resource areas by promoting Housing, regional utilities supporting Housing, and affordability in areas of high and higher opportunity and outside of areas of concentrated poverty;
- Improving place-based strategies to encourage community revitalization. This includes preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving, or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities; and
- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of low- and moderate-opportunity and areas of concentrated poverty.

The application must describe how the applicant considered AFFH principles and equity in the proposed project. Any proposed project that may have a negative impact on AFFH objectives must have appropriate mitigation efforts. Applicants shall take no action that is materially inconsistent with AFFH. Applicants shall target funding to benefit Disadvantaged and Historically Underserved Communities (see definition section in the state REAP 2.0 program guidelines). A city or county's 6th cycle Housing Element can be a good resource for identifying State-approved AFFH policies and programs.

The following must be discussed in the application:

- i. The project will be located or implemented within:
 - a. Higher Resource communities or Areas (See state REAP 2.0 guidelines, Attachment 2: Definitions), or
 - b. Disadvantaged and Historically Underserved Communities
- ii. The project can be measured by, but is not limited to:
 - a. Number of proposed Affordable Housing units,
 - b. Number of existing housing units continued to be made available and affordable,
 - c. Zoning, Streamlined Housing Production (including permit streamlining), fees, incentives, and other approaches to increase housing choices and affordability,
 - d. Increase accessible number of units above state law,

- e. For Higher Resource Communities or Areas:
 - I. Increase in rate of Housing Choice Voucher usage in high opportunity census tracts,
 - II. New lower- and moderate-income targeted Housing created through new development or through acquisition and preservation of existing Housing.
- f. For Disadvantaged and Historically Underserved Communities:
 - I. New or enhanced public services and community assets such as parks, social service programs, active transportation, infrastructure, and other community amenities,
 - II. Increased access to public services, and
 - III. Housing-supportive infrastructure service in areas of concentrated poverty or similar areas
- g. Other metrics found in the California Housing and Community Development Department (HCD) AFFH Guidance Memo, available online: (https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf)
- h. As well as other HCD AFFH data and mapping resources available online (<https://affh-data-resources-cahcd.hub.arcgis.com/>)

3.2.1 (c) *Reduce Vehicle Miles Traveled*

The REAP 2.0 Program provides for investments to support Housing planning and production in Infill areas that reduce VMT towards helping the state meet multiple goals. The application must include a description of how the proposed project promotes development and aligns Housing production in Infill locations consistent with the state’s climate targets and goals discussed in the California Climate Change Scoping Plan. Proposed projects shall focus on the VMT-reducing elements of Connect SoCal, as applicable, to achieve and maintain the region’s greenhouse gas emission reduction targets by supporting or implementing Housing and Affordable Housing action-oriented plans, policies, and investment strategies broadly described as: “land use planning, policies, and investment strategies that encourage Infill development that facilitates Housing supply, choice, and affordability and is serviced by existing and planned expansions of a multimodal transportation system.”

Applicants are encouraged to pursue new Housing development that is or can be integrated with or connected to transportation shifting travel away from driving through pedestrian, bicycle, transit, and other alternative transportation programs.

Applicants should discuss the following in the application (See the state REAP 2.0 program guidelines, Attachment 4, Applying Units of Measurement for supplemental materials that describe land use and transportation planning, policies, and investment strategies):

- a. The proposal is located or implemented within Infill areas.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- i. The proposal is expected to lead to shifting travel behavior and to direct or indirect VMT reductions:
 - a. Is or will be accessible to destinations and daily services by transit, walking, or bicycling, or
 - b. Is in proximity to existing or planned transportation improvements.

- ii. The proposal, dependent upon what funding source(s) are utilized, can be measured by, but is not limited to:
 - a. Estimate for VMT reduced Per Capita,
 - b. Number of distinct land uses within and around the site,
 - c. Number of internal and surrounding connections to the active transportation and transit networks,
 - d. Mix of Housing unit types or sizes, and limited number of off-street parking

3.2.2 Include Equitable Targeted Outreach

The application should describe in the application any prior outreach completed and include a commitment to continuing outreach and engagement, especially with Disadvantaged and Historically Underserved community members while the project is underway and through the funding expenditure date, which is July 30, 2026. Outreach methods must consider language access and other potential barriers to providing input. Outreach may include coordination with other Eligible Applicants (including Tribal Entities) within the same subregion or in other subregions. Eligible Applicants may wish to consider the potential for joint activities and coordination on outreach activities.

3.2.3 Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness

The applicant should describe in the application how the proposed project will leverage other resources to maximize impact from REAP 2.0 funding investments. The criterion is designed to be flexible, to provide multiple ways to create leverage through partnerships and momentum. Leverage can be achieved through many forms, and not all communities have the ability to put forward a financial match. Therefore, the local match can include any or all the following:

- Local Policy Commitment – Applications should describe how any prior local policies and programs align with or facilitate the funding uses proposed and leading to accelerating in-fill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. The response should include when the policy or program was adopted and what the outcomes have been to date. Any changes implemented since the original adoption with the reasons and results should be included.
- Partnerships (partner match) – Evidence of supporting partnerships in the focus area.
- Local or Other Funding (local agency match) – No minimum is required, but one way to demonstrate leverage is through a local investment. If a funding policy match is proposed the funding source, terms, and the year/cycle in which the funds were awarded must be included.
- Proposals that build local and regional capacity through partnerships with local and small business enterprises and otherwise expansion of capacity to execute and successfully complete projects will be given a priority.
- The application and supporting documents should clearly demonstrate the ability of the applicant to successfully complete the project, and how the applicant has incorporated cost effective means in the project scope and budget to best utilize the REAP 2.0 grant funds to achieve the desired outcomes.

3.2.4 Prioritize Disadvantaged Communities

In alignment with the REAP 2.0 funding guidelines, areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced will receive a priority in the evaluation for funding. In accordance with the REAP 2.0 Guidelines, the following areas have been included as they are inclusive of communities that are disadvantaged and have been historically underserved. These disadvantaged communities include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern (Communities of Concern designated for SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Environmental Justice (EJ) Technical Report))
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California’s **Housing and climate crisis.**)

The specific inclusion and prioritization of disadvantaged communities will allow SCAG to demonstrate how the Programs to Achieve Transformational Housing (PATH) will have a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities.

3.2.5 Contributes to Regional Transformative Change

The evaluation for funding will consider how a proposal achieves regional goals for housing infrastructure and regional diversity. This will focus on innovation to advance and expand the foundational conditions necessary to scale Housing supply, choice, and affordability to meet the 6th Cycle RHNA, realize the Housing Supportive Infrastructure *Key Connection* in SCAG’s 2020 adopted Connect SoCal, and on meeting the community needs for Housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

Applicants should discuss the following in the application:

- i. Transformative Approaches to Scale Housing Supply. How the proposal incorporates transformative approaches for advancing and expanding the foundational conditions necessary to scale Housing supply, choice, and affordability locally, and in relation to the Southern California region.
- ii. Regional Impact and Applicability. Describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GhG) and Vehicle Miles Traveled (VMT) including focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts-across the SCAG region. In your response, describe how the project’s impact on reducing GhG and VMT extends beyond the immediate project area to beneficially impact the region. [500-word limit]



4.0 Program Administration

Funding will be made available for projects and activities after SCAG receives funding for its full REAP application from HCD, which will most likely occur in Quarter 1 of 2023.

4.1 Commitment Letter and Terms of Agreement

An Applicant that has received a conditional award letter must submit a Letter of Commitment and Terms of Agreement Form that has been signed by its decision-making body or authorized signatory prior to execution of the Standard Agreement or MOU. The letter will serve as the commitment to follow the state reporting requirements, manage the received funds within the established timeline, comply with the State and SCAG accounting principles and requirements, and SCAG’s Subrecipient Monitoring Policies and Procedures. SCAG will provide the form template with the conditional notice of award as well as SCAG’s required policies.

4.2 Implementing Entities

HIPP, NOFA, and RUSH PLANNING PILOT

Awarded applicants are expected to serve as the implementing agency of the projects and activities applied for. Based on the proposal funded this may include all the following: procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties. Implementing agencies must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The implementing agency will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The implementing agency will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

For planning efforts, SCAG may take on procuring the consultant on behalf of the implementing agency. In this instance, SCAG will work with the implementing agency to complete necessary procurement and contracting. SCAG staff will manage the contract and pay for all costs incurred. However, the implementing agency is responsible for the overall project. SCAG may bundle similar projects together in a common contract.

RUSH CAPITAL PILOT PROGRAM

The subrecipient (city, county, or Tribal Government) will be solely responsible for procurement of grant-funded capital work.

Implementing agencies may be the subrecipient or another entity identified by the subrecipient (for example, a public utility). In the instances where the subrecipient is not the implementing agency for the capital improvements, the subrecipient will still be responsible to procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties, to SCAG.



The subrecipient must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The subrecipient cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The subrecipient will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The subrecipient will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

4.3 Administrative fee

Up to five percent (5%) of the funding allocation may be charged as administrative activities. Tasks such as reviewing and processing project invoices, processing contract amendments, and preparing reports and metrics of project progress and completion are considered administrative activities. Activities such as developing scopes of work and requests for proposals (RFP), reviewing tasks and deliverables, and outreach with jurisdictions related to the project are considered programmatic and can be charged as a program activity. For projects and activities administered by SCAG, SCAG reserves the right to use the 5% administrative fee for costs related to project administration.

4.4 Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed.

4.5 Reimbursement

All awarded applicants must submit invoices to SCAG monthly and submit a status report quarterly to receive reimbursement. Invoices must follow the requirements set forth in the contract and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements. SCAG may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need. These arrangements will be included in the agreements between SCAG and the awarded applicant. After the agreement is signed, the awarded applicant may submit invoices to SCAG for reimbursement for eligible activities as specified in the signed agreement. Expenditure reimbursement requires prior authorization of the eligible projects and activities, and SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. If SCAG must repay REAP 2.0 funds to the state, SCAG will require reimbursement from the awarded applicant.

SCAG will only reimburse for costs as specified in the signed agreement(s) with the Eligible Applicant or consultant selected to perform the work. No costs will be reimbursed prior to the agreement is executed.



4.6 Reporting Requirements

Consistent with SCAG’s Overall Work Program reporting procedures and Subrecipient Monitoring Policies and Procedures, the awarded Applicant will be required to provide progress reports and itemized invoices to track progress. Progress will be measured according to the tasks, deliverables, costs, and timeline. Additionally, the REAP 2.0 program requires applicants to file an annual report measuring project outcomes and desired impacts through June 30, 2026. Metrics for the annual report will be developed in the application’s evaluation criteria. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

Subrecipient shall submit a Quarterly Report using the Sub-Recipient Report Template which would be provided in the executed MOU. The Sub-Recipient shall submit an Annual Report by February 10 of each year using the Annual Report Template which would be provided in the executed MOU. When the project is finalized, the Sub-Recipient shall submit a Close-Out Report no later than 90 days after the Completion Date, or April 1, 2026, whichever comes first. HCD has not provided the requirements for the Close-Out Report due to HCD by all grantees at the conclusion of the grant performance period but will be provided when it becomes available.

4.7 Compliance with REAP Guidelines and Applicable State and Federal Laws

This program is subject to the REAP 2.0 Guidelines and all applicable State and Federal laws. If the proposed project involves construction or acquisition, the sub-recipient will be required to comply with additional requirements, including but not limited to prevailing wage, fair housing, ethics laws, non-discrimination and accessibility laws. Any property acquisition funded with public funds will be subject to additional requirements under applicable law including, but not limited to, enforceable nondiscriminatory covenants recorded in the property’s chain of title. If awarded funds, the sub-recipient will be required to enter into an MOU (and, if necessary, based on specific proposals, other regulatory agreements) with SCAG that requires the sub-recipient to comply with these guidelines and all applicable laws and to ensure, to SCAG’s satisfaction, that any sub-recipients, consultants, or contractors comply. Further, the sub-recipient will be required to indemnify SCAG for their failure to comply with any of the requirements and provide evidence of adequate continuing financial resources to satisfy these indemnity obligations.



REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

September 2023

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

WWW.SCAG.CA.GOV

September 7, 2023, Regional Council – Updated PATH Program Guidelines

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

SCAG REAP 2.0 Program Framework - Overview

\$246 million = SCAG's region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill development that Facilitates Housing Supply, Choice, and Affordability

Affirmatively Further Fair Housing

Reduce Vehicle Miles Travelled

Early Action Initiatives

- Subregional Partnership Program 2.0 (Housing Element Support)
- Sustainable Communities Program (SCP)
- Local Information Services
- Regional Data Platform

Transportation Partnership Program

- County Transportation Commission Partnership Program
- Regional Pilot Initiatives Program

Programs to Accelerate Transformative Housing (PATH)

- NOFA
- HIPP Pilot Program
- RUSH Pilot Program

PATH Program Funding Areas

\$88,835,000

NOFA
(For Lasting Affordability)

- Funding for Innovative Housing Finance
- Trust Funds, Catalyst Funds

• \$45,000,000

RUSH Pilot Program
(Regional Utilities Supporting Housing)

- Non-Transportation Utilities Infrastructure Improvements

• \$35,000,000

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

- Scaling Up Development of Available Land
- Large Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives

• \$8,835,000

RUSH Advisory Panel/Industry Forum

The Advisory Panel identified the following considerations for the RUSH Program:

Challenges (Utility/Housing):

- Entitlement delays
- Long-range planning for utilities
- Missed opportunities to “dig-once”
- Lack of utility mapping
- No accounting for underserved/discriminated populations
- Wet infrastructure capacity
- Lack of workforce
- Increased demand for electrification

Recommendations:

- Integrating mapping in SCAG Database
- Bring everyone to the table – convening
- Multi-agency approach to “dig-once”
- Project recommendations and considerations for RUSH Pilot projects

PATH Guidelines Update

✓ RUSH Eligibility:

- Update: Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region
- *Original:* Public agency; water or other utility district/provider; Tribal Government; or a developer of a large area of land.

✓ RUSH Project Types

- Update: Eligible projects types further defined, added emphasis on resilience and adaptation.

✓ RUSH Funding:

- Update: RUSH allocates \$30M for Capital/\$5M for Infrastructure Planning.
- *Original:* No specified sub-allocation for project categories.

✓ Implementing Agencies:

- Update: For RUSH Capital projects, procurement must be led by applicant. Clarified procurement for TA projects in PATH.
- *Original:* Did not specify procurement for Capital and TA procurement was more restrictive.

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

Next Steps: RUSH Pilot Program





THANK YOU

For more information, visit:

<https://scag.ca.gov/reap2021>

Ma'Ayn Johnson, Department Manager
Email: johnson@scag.ca.gov

Jessica Reyes Juarez, Associate Regional Planner
Email: juarez@scag.ca.gov



AGENDA ITEM 7
REPORT

Southern California Association of Governments
September 7, 2023

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

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

Subject: Sustainable Agricultural Lands Conservation (SALC) Grant Program
Application

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

That the Regional Council (RC) adopt Resolution No. 23-658-2 *Authorization to Apply for Full SALC Funding Program* authorizing the Executive Director or their designee to submit the Sustainable Agriculture Lands Conservation Program (SALC) Agricultural Land Conservation Planning Grant Funding Full Application to the California Department of Conservation by the September 8th, 2023, deadline.

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:

SCAG is eligible to receive approximately \$500,000 in grant funding through the Sustainable Agricultural Lands Conservation Program (SALC) planning grant, a component of the Strategic Growth Council's Affordable Housing and Sustainability Program administered by the California Department of Conservation in conjunction with the Natural Resources Agency. The purpose of the SALC program is to protect agricultural land to support infill and compact development and to further the purposes of AB 32 by avoiding increases in greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses. To fulfill Connect SoCal's goals and promote a healthy and sustainable region, SCAG staff is seeking a SALC Planning Grant to fund the creation of a Natural & Agricultural Lands Economic and Resilience Benefits Study, which will result in a better understanding of the state of agricultural activities and conservation in the region and help quantify the economic and resilience benefits of agricultural and natural lands.

To pursue full funding for the Natural & Agricultural Lands Economic and Resilience Benefits Study under the SALC planning grant, SCAG staff recommends approval of Resolution No. 23-658-2 Authorization to Apply for Full SALC Funding Program by the Regional Council. Authorization to

apply through the Regional Council's adoption of a Resolution of Support is required to submit the full application to the California Department of Conservation by the September 8, 2023, deadline.

BACKGROUND:

SALC and SCAG's Natural & Agricultural Lands Economic and Resilience Benefits Study

Agriculture and natural lands play a significant role in the SCAG region's economy, culture, and ecosystem. SCAG has included a commitment to conservation in the Sustainable Communities Strategy ("Connect SoCal"), through the goal to "Promote conservation of natural and agricultural lands and restoration of habitats." This goal is also intended to help the region meet its greenhouse gas reduction commitments, because of the role natural and agricultural lands play in avoiding greenhouse gas emissions through reduced vehicle miles traveled (VMT) and sequestering carbon.

A component of the California Strategic Growth Council's (Council) Affordable Housing and Sustainable Communities Program, the Sustainable Agricultural Lands Conservation Program (SALC) supports the State's greenhouse gas (GHG) emission reduction goals by protecting agricultural lands from conversion to more GHG intensive uses, which promotes smart growth within existing jurisdictions, ensures open space remains available, and supports a healthy agricultural economy and resulting food security.

Administered by the California Department of Conservation, in conjunction with the Natural Resources Agency, SALC Agricultural Land Conservation Planning grants provide funds to cities and counties in collaboration with local stakeholders to develop and implement plans for the protection of agricultural land at risk of conversion to non-agricultural uses. SALC planning grants incentivize local governments to work closely with local stakeholders to develop local and regional land use policies and implementation strategies that integrate agricultural land conservation goals to reduce greenhouse gas emissions, support job creation, and benefit priority populations.

SCAG is eligible for \$500,000 in SALC planning grant funding. To fulfill Connect SoCal's goals and promote a healthy and sustainable region, SCAG is seeking a SALC Planning Grant to fund the creation of a Natural & Agricultural Lands Economic and Resilience Benefits Study, which will result in a better understanding of the state of agricultural activities and conservation in the region and help quantify the economic and resilience benefits of agricultural and natural lands. To pursue full funding for the Natural & Agricultural Lands Economic and Resilience Benefits Study under the SALC planning grant, SCAG staff recommends approval of Resolution No. 23-658-2 *Authorization to Apply for Full SALC Funding Program* by the Regional Council. Authorization to apply through the Regional Council's adoption of a Resolution of Support is required to submit the full application to the California Department of Conservation by the September 8, 2023, deadline.

The Natural & Agricultural Lands Economic and Resilience Benefits study will provide an analysis of the economic and fiscal benefits of key environmental services and resilience benefits provided by select natural lands and farmlands, estimated costs of replacing those services and benefits, and relevant social and public health benefits. In addition to technical economic and fiscal work, the study will include stakeholder engagement, case studies, and an assessment of funding, resources, and policy recommendations that can support preservation and enhancement of these environmental services and resilience benefits, and continued reduction of VMT and GHG emissions, resulting from the preservation of natural and farmlands, consistent with the adopted Connect SoCal Plan. This research will be presented in the form of a Landscape Analysis White Paper.

The Landscape Analysis White Paper will cover:

- **Agricultural Baseline:** Identify locations and acreages of farm and range lands, soil types and commodities grown in the region (food and non-food), and quantify the associated crop values.
- **Land-use Trends:** Document and compare trends related to agricultural and natural lands, including changes in land-use, economic productivity, and estimated GHG emissions, biodiversity, and public health outcomes.
- **Carbon Sequestration and GHG Reduction:** Explore the climate benefits of conservation-related greenhouse gas reduction methods such as supporting local food production, reducing transportation intensity of food supply, crop types with the highest carbon sequestration potential, and agricultural practices and technologies that promote healthy soil.
- **Environmental Services:** Explore the economic and fiscal value of environmental services from natural and agricultural lands, such as contributions to water storage and quality and the cost of replacing those services.
- **Co-benefits:** Identify and estimate social and public health benefits of agricultural and natural lands preservation.
- **Farmworker Housing:** Adequate farmworker housing is a key issue related to equity and long-term sustainability for the agricultural economy. The analysis will research the region's farmworker population, identify where they live in relation to where they work, quality and quantity of existing housing stock, supply and availability of clean drinking water, and explore potential funding opportunities to increase the affordability, quantity, quality and accessibility of farmworker housing.

Quantifying the economic benefits of agricultural and natural lands can help inform land use decisions across the region. This research can also play an important role in identifying resources, funding, and programs for lands that are priorities for conservation and preserve their economic, fiscal, and resilience benefits.



This project further advances the goals of Senate Bill 375, which sets regional targets for reduction of GHG emissions, as the project aims to provide an assessment of funding, resources, and policy recommendations that can further support the reduction of GHG emissions from the preservation of natural and farmlands.

Next Steps

Following the RC's approval of Resolution No. 23-658-2, SCAG will submit the full Sustainable Agriculture Lands Conservation Program (SALC) Agricultural Land Conservation Planning Grant Funding application to the State Partners by the September 8th, 2023, deadline. Upon the approval of SCAG's full application by the State Partners, SCAG will return to the RC to authorize acceptance of the full SALC Agricultural Land Conservation Planning Grant Funding funds.

FISCAL IMPACT:

Work associated with this item will be included in the FY23-24 OWP via budget amendment, once funding is received, with no fiscal impact to the existing budget.

ATTACHMENT(S):

1. Resolution No. 23-658-2 - SALC Grant Program



RESOLUTION NO. 23-658-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SUSTAINABLE AGRICULTURAL LANDS CONSERVATION PROGRAM PLANNING GRANTS APPLICATION FOR FUNDING

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

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

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

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

WHEREAS, the Sustainable Agricultural Lands Conservation Program (SALC) is a component of the Strategic Growth Council's Affordable Housing and Sustainability Program and is administered by the California Department of Conservation in conjunction with the Natural Resources Agency;

WHEREAS, the purposes of the SALC are to protect agricultural land to support infill and compact development and to further the purposes of AB 32 by avoiding increases in greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses;

WHEREAS, funds have been allocated to the SALC from the Greenhouse Gas Reduction Fund to accomplish the above purposes; and

WHEREAS, the Department of Conservation has established Guidelines to disburse said allocated funds via a competitive process, which Guidelines require a resolution certifying approval of the application before submission of said application to the State.

NOW, THEREFORE, BE IT RESOLVED, the Regional Council of the Southern California Association of Governments hereby authorizes the submittal of SALC grant application to the California Department of Conservation;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby authorizes entrance into a grant agreement with the California Department of Conservation for the project and agree to accept the template terms and conditions if the project is awarded funding;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby certifies that no conflict of interest or appearance of conflict of interest exists for any member of the Regional Council as relates to the project;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby authorize staff to execute tasks, such as signing documents, related to the application, grant agreement, and acquisition, if the project is awarded funding.

Attachment: Resolution No. 23-658-2 - SALC Grant Program (Sustainable Agricultural Lands Conservation (SALC) Program Application)

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of September, 2023.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Acting Chief Counsel



AGENDA ITEM 8
REPORT

Southern California Association of Governments
September 7, 2023

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

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

Subject: AB 833 (Rendon): Freeway Caps

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC) adopt a “support” position on Assembly Bill (AB) 833 (Rendon).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

After receiving a report and staff presentation at its July 18, 2023, meeting, the LCMC recommends a “support” position on AB 833 (Rendon), which would require the Department of Transportation (Caltrans) to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities and present it to the Legislature by January 1, 2030. The plan would include, at minimum: (1) the location of each freeway segment that divides a disadvantaged, underrepresented, urban community; (2) a list of those freeway segments where constructing a cap is feasible; and (3) an estimate of the cost and time required to construct the cap.

BACKGROUND:

State and Federal Reconnecting Communities Programs:

The federal Reconnecting Communities Pilot grant program, established under the Infrastructure, Investments and Jobs Act (IIJA) of 2021, supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

At the state level, the California legislature established the Reconnecting Communities: Highways to Boulevards Pilot Program through Caltrans in 2022 to achieve a similar set of goals, allocating \$149 million toward the program. As with its federal counterpart, the state program is intended to plan

for and fund the conversion of key underutilized highways in the state into multi-modal corridors to reconnect communities divided by transportation infrastructure. The grants will be awarded based on a competitive “Call for Communities.” Caltrans will then select three communities, one in an urban area, one in a rural area, and one along a corridor.

SCAG Highways to Boulevards Regional Study:

In 2021, with the support of Senators Dianne Feinstein and Alex Padilla, SCAG secured a federal earmark to conduct a Highways to Boulevards Regional Study to identify and evaluate urban highways within the SCAG region through a collaborative process with local jurisdictions and community stakeholders, particularly looking for those that intersect with Environmental Justice Areas, Disadvantaged Communities, and/or Communities of Concern. The goal of the study is to develop a feasibility assessment and guidance for cities, identifying potential highway corridors that can be converted or capped, positioning the region to compete for related funding opportunities through the state and federal Reconnecting Communities programs.

SCAG is currently working with Caltrans to obligate funds and initiate the study, which is anticipated to begin in November 2023.

AB 833 (Rendon) Analysis:

In line with the goals of the state and federal Reconnecting Communities programs, as well as SCAG’s own Highways to Boulevards Regional Study, AB 833 (Rendon) seeks to reconnect disadvantaged urban communities by having Caltrans prepare a feasibility assessment for adding “freeway caps” to existing freeways that have divided communities.

A “freeway cap” is a large overpass built over an existing highway, creating spaces that can be used for parks or housing and include bike lanes and pedestrian connectors that can serve as a way of reconnecting a community divided by the highway. The plan, due to the Legislature by January 1, 2030, would include:

1. The location of each freeway segment that divides a disadvantaged, underrepresented, urban community.
2. A list of those freeway segments where constructing a cap is feasible.
3. An estimate of the cost and time required to construct the cap.

Such studies have been completed by Caltrans in the past. In 2016, Caltrans District 11, in coordination with SANDAG and the City of San Diego, worked with a consultant team to study developments and best practices for freeway caps, along with potential pros, cons, and funding sources. Specifically, they engaged the community to consider the opportunities and challenges for a cap over State Route 94.

Recommendation:

The LCMC recommends a support position for AB 833 (Rendon), as it is consistent with the equity goals in the adopted legislative platform and furthers the goals of SCAG's Highways to Boulevards Regional study. As part of that support, the LCMC recommends encouraging the author to consider amending the bill to include a requirement that Caltrans consider public/private partnerships when conducting its feasibility analysis. Such partnerships have been proven to expedite project delivery timelines while bringing project delivery costs down when applicable, increasing the feasibility that the identified projects be constructed, in turn increasing their competitiveness for state and federal grant funding opportunities.

Other recommendations from the LCMC for the author's consideration include providing clarification on who the target populations are by providing definitions, including to elaborate on the process that Caltrans would have to go through in conducting its study, including who Caltrans would have to engage when gathering public input, or what that public input process looks like.

AB 833 was pulled by the author in the Senate Transportation Committee on July 11, 2023, so the author could develop it further in the fall and bring it back at the start of the new legislative year in 2024. Taking a support position now ensures that SCAG's recommendations are received as a full partner as discussions on future amendments and refinements to the legislation continue this fall and next year.

Bill language can be accessed at:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB833

FISCAL IMPACT:

Work associated with AB 833 (Rendon): Freeway Caps is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 833 - Rendon - Fact Sheet

AB 833 (Rendon) – Freeway Caps

SUMMARY

AB 833 requires the Department of Transportation (Caltrans) to conduct a feasibility assessment for adding caps or other connective measures to certain freeway segments that divide disadvantaged urban communities.

BACKGROUND

The interstate highway system runs through numerous urban areas with disadvantaged residents, and separates them from nearby communities, and economic opportunity. A prime example of this is the Interstate 10 that runs from Santa Monica through Los Angeles, San Bernardino, Palm Springs, and on to Arizona. Its construction created a barrier between the northern parts of the L.A. Basin and the more economically disadvantaged communities such as Boyle Heights and Watts, which were displaced and detached from wealthier communities. In Assembly District 62, the 710 Freeway bisects my district and splits multiple cities apart.

One method to re-connect such divided communities is freeway caps or lids. Freeway caps are a type of deck-bridge built atop a highway which can serve several purposes.

The Washington State Convention Center, for example, is located on a freeway cap along with a park. Capitol Crossing in Washington D.C. is a mixed-use building real estate development located on top of the Interstate 395, containing of restaurants, cafés, and a parking garage. The Seattle Convention Center consists of exhibition halls and meeting rooms, as well as a hotel and office tower, all located on top of a section of Interstate 5. Closer to home in San Diego, the Teralta Neighborhood Park in City Heights is a 5.4-acre freeway lid above Interstate 15. It hosts a park with a playground, gazebos, picnic tables, and a basketball court.

PROBLEM

Across California, communities endure division and adverse health effects because of the freeways running through them. Historically, disadvantaged and urban areas suffer disproportionately from this unfortunate circumstance.

SOLUTION

AB 833 will task Caltrans with preparing a feasibility assessment for adding caps or connective measures to existing freeways that divide disadvantaged urban communities. This bill will take the initial steps to help alleviate this situation by reconnecting our neighborhoods and providing them with beneficial spaces such as bike lanes, pedestrian connectors, parks, and other communal gathering places. Once completed by January 1, 2030, such an assessment will create a roadmap for bridging historical divides and promoting greater well-being for the residents of these communities.

STAFF CONTACT

Brandon Seto
Legislative Director
Office of Speaker Emeritus Anthony Rendon
Email: Brandon.Seto@asm.ca.gov
Phone: 916-319-3556



AGENDA ITEM 9
REPORT

Southern California Association of Governments
September 7, 2023

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

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

Subject: AB 1637 (Irwin): Local Government: Internet Websites and Email
Addresses

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Adopt an oppose position on Assembly Bill (AB) 1637 (Irwin), as recommended by the Legislative/Communications and Membership Committee (LCMC).

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:

During the July 18, 2023, meeting of the Legislative/ Communications and Membership Committee (LCMC), staff was requested to provide an analysis of Assembly Bill (AB) 1637 (Irwin), which would require cities and counties that maintain a public internet website and use public email addresses for employees to use a “.gov” or “.ca.gov” domain name for their websites and email addresses by January 1, 2029, as specified. SCAG staff provided a report on AB 1637 (Irwin) during the August 15, 2023, LCMC meeting as an informational item. Following discussion, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt an “oppose” position on AB 1637 (Irwin).

BACKGROUND:

The Advanced Research Project Agency Network (ARPANET) designed a new organizational model for internet protocol (IP) addresses in the 1980s known as the domain name system. Included in these names were top-level domains (TLDs), originally consisting of “.gov”, “.edu”, “.com”, and “.org”, each holding its own particular organizational function (i.e., “.gov” for governmental agencies). Today, thousands of TLDs exist, each with its own purpose.

The Cybersecurity and Infrastructure Security Agency (CISA), under the U.S. Department of Homeland Security, administers the “.gov” top-level domain name, making it solely available to U.S.

based governmental organizations and publicly controlled entities at all levels. Before a government agency can use the “.gov” TLD, it must be verified by CISA, providing members of the public some assurance they are using a verified governmental website.

In California, the California Department of Technology (CDT) administers the “.ca.gov” second-level domain, which can be used by any government entity within the state. As with “.gov”, a public agency must get approval from the CDT in order to use the “.ca.gov” web domain, providing members of the public some assurance they are using a verified government website.

In addition to providing assurances to members of the public that they are accessing a trusted public domain, use of “.gov” and “.ca.gov” ensures certain security measures are used, including multi-factor authentication to prevent domains from being stolen, “preloaded” domains (require browsers to use secure connections with a website), and a security contact for the domain to allow the public to report security issues. It should be noted that the use of these security measures is not limited to “.gov” and “.ca.gov” domains.

State and Local Cybersecurity Grant Program (SLCGP)

The Infrastructure Investments and Jobs Act (IIJA) created the State and Local Cybersecurity Grant Program (SLCGP) under the Department of Homeland Security (DHS). The program was created to distribute funds to states over four years to support state and local governmental efforts to battle cybersecurity risks and threats to information systems. California was awarded \$8 million in first-year funding on December 7, 2022, to be administered by the California Office of Emergency Services (CalOES).

To access SLCGP funds, the federal government is requiring CalOES to develop a cybersecurity plan that addresses 16 elements. Among those elements is a call for the state to follow best cybersecurity practices and promote recognizable online services, which includes transitioning governmental websites to a “.gov” internet domain. SCAG staff notes that although the Cybersecurity Plan must include a plan for how each element will be achieved, it can also include brief explanations on why certain elements are not being prioritized. Additionally, organizations are not required to pursue all 16 elements immediately in order to receive the funding.

Bill Analysis

California currently has 58 counties and 480 cities. Of those, nine counties (per the California Association of Counties) and 24 cities (per Cal Cities) are using the “.gov” TLD. To address the aforementioned elements of the Cybersecurity Plan, the bill’s author seeks to require all California cities and counties to:

- Migrate to a “.gov” or “.ca.gov” domain name for their websites.
- Redirect non-compliant websites to a domain name that utilizes a “.gov” or “.ca.gov” page.

- Ensure each email address provided to employees utilizes a “.gov” or “.ca.gov” domain name.

The Senate Appropriations Committee estimates costs to make the administrative and programmatic changes needed to be at least in the tens of million in totality for all cities and counties not currently compliant with the bill’s requirements. Cal Cities estimates costs to be into the hundreds of millions. The Senate Appropriations Committee asserts that costs imposed by the bill on local jurisdictions are likely reimbursable by the State, pending a determination made by the Commission on State Mandates.

The author’s office made note of an amendment to the bill to extend the implementation timeline to five years (January 1, 2029). The author’s office further made note that the primary purpose of the bill is to benefit local constituents, with small ancillary benefits to the cybersecurity of cities and counties themselves.

Opposition has made several points, including:

- Public agencies have made efforts to establish websites that are known and trusted by their respective communities. While the bill allows for website redirection, doing so may add confusion and undo any trust as residents are redirected to a separate landing page that would not match existing public facing materials, including business cards, fleets, letterhead, election and other public outreach materials.
- “.gov” and “.ca.gov” websites have been compromised in the past.
- Other TLDs such as “.com” have the ability to include all of the security measures “.gov” and “.ca.gov” do.
- Several federal governmental agencies maintain “.com” websites themselves, including the United States Postal Service.

As of the writing of this report, there have been no official positions of “support” submitted. The following entities have submitted an official “oppose” position: California Airports Council, California Municipal Utilities Association, California State Association of Counties, City Clerks Association of California, the cities of Downey, Jurupa Valley, Lakewood, Pico Rivera, Rancho Cucamonga, West Hollywood, League of Cities, Los Angeles County Division, League of California Cities, Northern California Power Agency, Rural County Representatives of California, Southern California Public Power Authority, and Urban Counties of California.

To access bill language, visit:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1637



Prior Committee Action

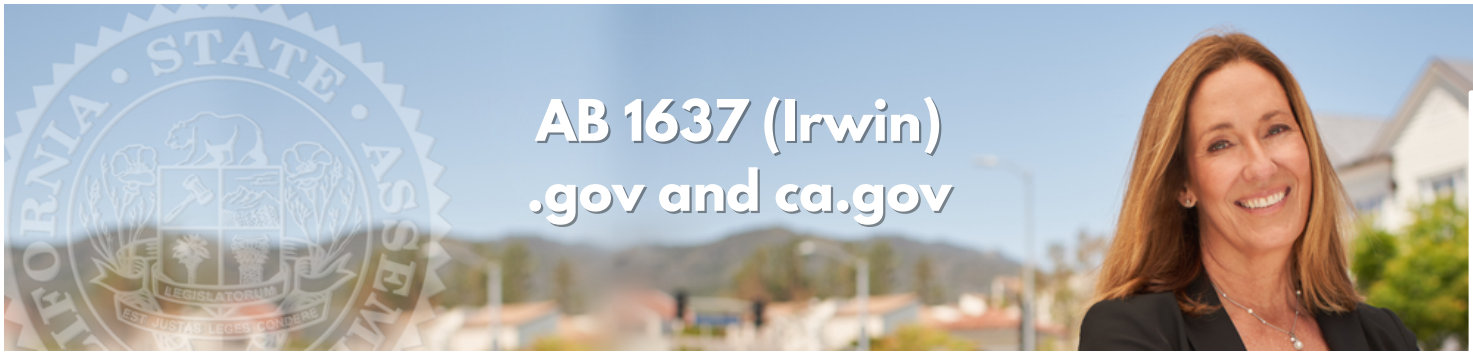
During its meeting on July 18, 2023, the Legislative/ Communications and Membership Committee (LCMC) requested that SCAG staff provide a presentation on AB 1637 (Irwin) at their following meeting. Per the request, SCAG staff provided a presentation on the bill as an informational item at the August 15, 2023, meeting of the LCMC. Following discussion, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt an “oppose” position on AB 1637 (Irwin), citing concerns over the cost of implementation, ambiguity as to how these costs would be recovered, and an overall lack of need.

FISCAL IMPACT:

Work associated with the staff report on AB 1637 (Irwin) is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 1637 (Irwin) Fact Sheet
2. AB 1637 (Irwin) - Opposition Coalition Letter



AB 1637 (Irwin) .gov and ca.gov

Summary

AB 1637 requires cities and counties to transition their website and employee e-mail addresses to the **.gov** or **ca.gov** domains, providing confidence and security in government communications and services.

Background

Through the federal Bipartisan Infrastructure Law, the 4-year \$1 billion State and Local Cybersecurity Grant Program (SLCGP) was created. California has already received funding from the SLCGP for FY 2022, and is due to submit its required Cybersecurity Plan in Sept. 2023 enabling it to pass through the 80% of grant funding to local agencies. The plan is required to include 16 elements, two of which include migration to the **.gov** domain. CalOES has already surveyed local governments to develop a Capability Gap Assessment, which will inform the development of plan priorities this summer.

The domain name system (DNS) was developed during the early days of the internet to assist users in locating resources on other Internet Protocol (IP) networks. Instead of remembering long strings of numbers, users could type in easy to remember names. The most popular top-level domain **.com** even became synonymous with the boom and bust of internet based companies in the late 90's.

Thousands of top-level domains (TLDs) exist ranging from the well known **.org .net .edu .gov** to the more obscure **.biz .info** even **.volvo** . Each are owned and operated by various organizations, some privately owned and some by governments. TLDs, with their origin in wayfinding on the internet, have developed to serve niche interests by limiting eligibility to only certain registrants. This helps inform users of what type of website they may be visiting. For example **.org** was originally intended for non-profits although that requirement was never enforced, while **.mil** continues to be reserved for the military branches of the United States.

Second-level domains exist for similar purposes as TLDs, but generally provide an additional layer of differentiation. For example **co.uk** for businesses in the United Kingdom or **.org.au** for non-profits in Australia.

The **.gov** TLD has been reserved for U.S.-based government organizations and publicly controlled entities. This includes state, tribal, interstate, independent intrastate, city, and county governments. **.gov** is administered by the Cybersecurity and Infrastructure Agency (CISA) within the Department of Homeland Security. CISA requires multi-factor authentication on all domain administrator accounts, and requires browsers to utilize secure **https** connections to all **.gov** domains.

The **.ca.gov** second level domain is administered by the California Department of Technology (CDT). **ca.gov** may be used by any state entity, county, city, state-recognized tribal government, Joint Powers Authority, or independent local district within the State of California.

Updated: 7.3.2023

Need for the Bill

Most administrators of TLDs only require for a domain to be available and for payment to be made to successfully assign a domain. Often these requests are done anonymously, and their connection to a particular location, business name or service is unverified.

TLDs having fairly loose, if non-existent, regulation has enabled bad actors to register domains with similar looking addresses to deceive individuals into believing they are on official websites. This method of deception is used in conjunction with phishing and misinformation campaigns to commit commercial fraud, identity theft, and mislead the public.

Beyond creating similar domains, hackers also target DNS providers to redirect actual domains to malicious content. Without strong security by the operator of a TLD, including multi factor authentication, domains are susceptible to being stolen and misused.

While these risks are concerning for commercial websites, they hold increased peril for government, including cities and counties, whose trust with the public must be maintained and guarded at any cost. In 2022, there were over 11 thousand victims across the United States who were financially harmed by government impersonation fraud with over \$240 billion in loss, according to the FBI's Internet Crime Report.

Currently cities and counties in California use a variety of TLDs including **.com .org .net .us .ci .ca.us** in addition to **.gov** and **ca.gov**. This inconsistency provides unclear expectations to Californians when accessing government information and services and it provides cover to fraudsters who can register commercial TLDs to impersonate local agencies. A clear way to expose these fraudsters is for the remaining cities and counties to join the one third of cities and counties already on the **.gov** or **ca.gov** domain.

This Bill

This bill would require cities and counties to transition their public facing website and e-mail address domains to **.gov** or **ca.gov** by January 1, 2029. The bill would allow cities and counties to retain other domains but require them to redirect them to the **.gov** or **ca.gov** domain.

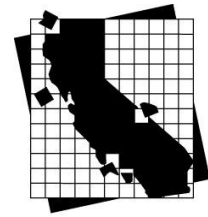
By providing state-wide uniformity in city and county website and e-mail domains, Californians can have confidence when reading information or receiving services from the **.gov** domain.

Contact

Brandon Bjerke
Office of Assemblymember Jacquie Irwin
(916) 319-2042
Brandon.Bjerke@asm.ca.gov



LEAGUE OF CALIFORNIA CITIES



CSDA



May 10, 2023

The Honorable Chris Holden, Chair
Assembly Committee on Appropriations
1021 O Street, Suite 8220
Sacramento, CA 95814

Re: **AB 1637 (Irwin): Local government: internet websites and email addresses**
OPPOSE UNLESS AMENDED *(As amended 4/27/23)*

Dear Assembly Member Holden:

The undersigned organizations are regrettably opposed to Assembly Bill 1637, unless it is amended. This measure would require local agencies to secure and migrate to a new .gov or .ca.gov domain no later than January 1, 2026. It would also require all email addresses connected to reflect the updated domain within the same time frame.

We acknowledge the intended goal of this measure; however, our members have worked hard to establish websites that are known and trusted by the communities they serve. While the measure allows for website redirection, doing so will only add to confusion as residents are redirected from their trusted local agency website to a new landing page that would not comport to the addresses on public facing material including business cards, fleets, letterhead, elections, and other public outreach materials, etc. The result could compromise local communities' trust in their local leaders and would only create frustration in administering a transparent and user-focused government website.

In short, we remain deeply concerned about the added costs associated with migrating to a new domain and corresponding email addresses; public confusion that will potentially be created; and the absence of any dedicated resources to assist local agencies with this proposed migration.

Initial sampling of local governments has identified considerable costs and programmatic impacts that would result from AB 1637. Extrapolated to all local agencies throughout the state, cumulative costs to local agencies (cities, counties, special districts, school districts) are likely in the hundreds of millions of dollars. Further, we know that smaller local entities

will be challenged to meet the current deadline with existing staff. In this constrained fiscal climate, we are hard-pressed to consider a project of this scope as a statewide, jurisdiction-wide priority among other direct service responsibilities to local communities for which our members are already obligated.

To that end, we respectfully request consideration for amendments to address the following:

1. **Consider funding and implementing a statewide study.** We request that the state undertake a study of local agency cybersecurity needs, with participation and input of local agencies, and report the results to the Administration and the Legislature. Such a report should assist the Legislature and Administration in prioritizing funding for IT-related needs as well as properly identify where the problems currently lie with current best practices.
2. **Develop more reasonable timeframes for implementation.** The bill's one-size-fits-all approach over thousands of local agencies requires a more nuanced approach to implementation timeframes. We know that larger, well-staffed local agencies have reported needing at least more than one year to complete .gov migration, making it likely that smaller, less-resourced agencies would need considerably more time. Given the broad range in type of services provided at the local level among numerous local agencies, further conversation about what implementation should look like for a diverse group of local governments over time is needed.
3. **Include financial resources and state technical assistance for local agencies.** Federal resources that have been provided through the Cybersecurity and Infrastructure Security Agency (CISA) grant program are insufficient to cover costs associated with the transition to .gov. As a result, we respectfully request including an appropriation in the bill (or as part of the 2023-24 state budget process) to fund the mandate, with local agencies' obligations under the bill being contingent on receipt of such funds. Alternatively, an amendment making the provisions of the bill contingent upon a future appropriation that funds transition activities, with local agencies' obligations under the bill being contingent on receipt of such funds, would also be sufficient. We commit to continue to work closely with local agency IT professionals to develop a reasonable estimate of costs for your consideration.
4. **Remove mandate disclaimer suggesting that local agencies cover costs of this mandate by charging fees.** We collectively are unaware of any means by which a local agency may charge a fee to recoup costs associated with the transition to a .gov or .ca.gov domain. As drafted, we are concerned the disclaimer may be in conflict with Article XIII C (Proposition 26 of 2010); fees cannot be charged for the ability to access a public agency website due to constitutional limitations on local agencies' authority to impose fees and taxes or they lack fee authority outright.

Our respective organizations feel strongly that all proposed amendments must be incorporated in order to remove opposition. Without them, AB 1637 leaves local agencies with a considerable mandate that is likely unattainable for many local agencies, particularly in a period of economic decline. Collectively, our organizations and

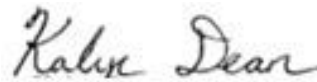
respective members promote safe, recognizable, and trustworthy online services; however, AB 1637 will impose significant costs to local agencies across the state.

If you have any questions, please do not hesitate to contact Damon Conklin, Legislative Affairs, Lobbyist, Cal Cities at dconklin@calcities.org, Kalyn Dean, Legislative Advocate, CSAC, at kdean@counties.org, Dorothy Johnson, Legislative Advocate, ACSA at djohnson@ACSA.org, Aaron Avery, Senior Legislative Representative, CSDA at aarona@csla.net, Dane Hutchings, Legislative Advocate, City Clerks Association of California (CCAC) at dhutchings@publicpolicygroup.com, Alyssa Silhi, Legislative Advocate, California Association of Recreation and Parks Districts (CARPD) Asilhi@publicpolicygroup.com, Sarah Dukett, Policy Advocate, RCRC, at sdukett@rcrcnet.org, and Jean Kinney Hurst, Legislative Advocate, UCC at jkh@hbeadvocacy.com.

Sincerely,



Damon Conklin
Legislative Affairs, Lobbyist
League of California Cities



Kalyn Dean
Legislative Advocate
California State Association of Counties



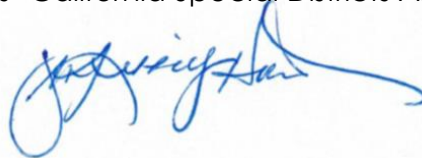
Dorothy Johnson
Legislative Advocate
Association of California School Administrators



Aaron Avery
Senior Legislative Representative
California Special Districts Association



Sarah Dukett
Policy Advocate
Rural County Representatives of California



Jean Kinney Hurst
Legislative Advocate
Urban Counties of California



Dane Hutchings
City Clerks Association of California



Alyssa Silhi
California Association Recreation Parks
Districts

cc: The Honorable Jacqui Irwin
Members, Assembly Committee on Appropriations
Jay Dickenson, Chief Consultant, Assembly Committee on Appropriations
William Weber, Consultant, Assembly Republican Caucus



AGENDA ITEM 10 REPORT

Southern California Association of Governments
September 7, 2023

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

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

Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Approve up to \$25,000 to sponsor 1) CoMotion LA '23 (\$10,000) and retain our membership with 2) the Eno Center for Transportation (\$10,000) and the Mileage-Based User Fee Alliance (\$5,000).

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 July 18, 2023 meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$5,000 to retain membership with 1) Mileage-Based User Fee Alliance (\$5,000).

At its August 15, 2023 meeting, the LCMC recommended approval of up to \$20,000 to sponsor 2) CoMotion LA '23 (\$10,000) and retain our membership with 3) the Eno Center for Transportation (\$10,000).

BACKGROUND:

Item 1: Mileage-Based User Fee Alliance (MBUFA)
Type: Membership **Amount:** \$5,000

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), the American Public Transportation Association (APTA), the California Transportation Commission (CTC), CDM Smith, WSP (formerly Parsons Brinckerhoff),

and ten other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA's educational efforts.

Item 2: CoMotion LA '23

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '23 Conference will be held from November 14-16, 2023, in the heart of the Arts District at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future. CoMotion will offer a curated three-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference, and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. CoMotion LA has the support of LA Mayor Eric Garcetti, the Los Angeles County Metropolitan Transportation Authority (Metro), the International Organization for Public Transport Authorities (UITP), and other leading city, state, national, and international organizations, both public and private. Over a thousand international leaders, including mayors, policymakers, CEOs, leading researchers, innovators, nonprofit, and civil society leaders, will gather to discuss key themes, including reimagining infrastructure, designing seamless journeys, connecting communities, and powering sustainable mobility. Speakers for this year's conference include Caltrans Director Tony Tavares, LA Metro CEO Stephanie Wiggins, LAWA CEO Justin Erbacci, SCAG Executive Director Kome Ajise, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event in 2017, 2018, 2019, and 2022. The feedback was very positive due to the integration of the agency's *GoHuman* campaign. SCAG staff recommends sponsorship of this event in the amount of \$10,000, which will provide SCAG with the following:

- SCAG to be branded as a CoMotion LA '23 Partner, which includes branding on websites, print, marketing materials, social media channels, and on-site signage;
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference (whether virtual or in-person);
- Ten (10) admission passes for senior SCAG executives and leadership team and/or clients to the event;
- List of CoMotion LA '23 participants;

- Opportunity to share SCAG content on the CoMotion LA newsletter; and
- Exhibitor Space

Item 3: Eno Center for Transportation

Type: Membership **Amount:** \$10,000

The Eno Center for Transportation’s mission is to continuously improve transportation and its public and public-private leadership to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW), a weekly roundup of transportation and infrastructure-related news and analyses, provides valuable information to SCAG staff on policy and legislation making its way through Washington D.C. ETW’s thorough and high-quality analyses cover different topics, including transportation reauthorization bills, competitive grant programs, proposed budgets for federal departments, and discussion of new and emerging technologies in the transportation sector.

SCAG staff recommends that the agency maintain membership at the “Gold” level. Although this membership level typically costs organizations \$15,000, SCAG receives a discount as a government agency, thus bringing the amount down to \$10,000. This membership provides the agency with the following benefits:

- 15 subscriptions to ETW;
- Opportunity to participate in an Eno research initiative, such as working groups that support research on current issues in transportation policy; and
- Choice of any one optional sponsorship opportunity.

PRIOR COMMITTEE ACTION:

Staff presented the memberships for up to \$5,000 to retain membership with the 1) Mileage-Based User Fee Alliance (\$5,000) to the LCMC at its meeting on July 18, 2023. The LCMC approved this item unanimously as part of the consent calendar.

Staff presented the memberships and sponsorships for up to \$20,000 to sponsor 1) CoMotion LA '23 (\$10,000) and retain our membership with 2) the Eno Center for Transportation (\$10,000) to the LCMC at its meeting on August 15, 2023. The LCMC approved this item unanimously as part of the consent calendar.



FISCAL IMPACT:

\$10,000 for sponsorship of CoMotion LA '23 is included in the approved FY 23-24 General Fund Budget. \$15,000 for membership with the Mileage-Based User Fee Alliance and the Eno Center for Transportation is included in the approved FY 23-24 Indirect Cost budget.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
September 7, 2023

To: Regional Council (RC)
From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov
Subject: September 2023 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

SCAG Meets with Assembly Leadership

SCAG had the pleasure of meeting with California State Assembly Speaker Robert Rivas and the newly appointed chair of the Assembly Local Government Committee and former SCAG Regional Council member Assemblymember Juan Carrillo. Representing SCAG on the call were Regional Council President Art Brown, Second Vice President Cindy Allen, Immediate Past President Jan Harnik and Legislative/Communications and Membership Committee Vice Chair Jose Luis Solache, accompanied by Executive Director Kome Ajise.

SCAG leadership shared longstanding legislative and budgetary priorities, including support for ongoing statewide investments in active transportation and infill infrastructure grant programs, as well as a status updated on the funding and implementation of the Regional Early Action Planning 2.0 program, which is being used by SCAG to implement and fund many pro-housing and greenhouse gas emissions reducing infrastructure programs. SCAG looks forward to working with Speaker Rivas and Chair Carrillo to further these and other vital programs.

Leadership Changes Announced in State Senate

Senate President pro Tempore Toni Atkins (D-San Diego) announced on Monday, August 28, 2023 that Senator Mike McGuire (D-Healdsburg) will be the Pro Tem Designee following a unanimous vote by the Democratic Caucus. The transition, which will be announced next year, was made as



Senator Atkins is officially termed out of office. Senator Atkins will be leaving behind an impressive legacy, having served as Pro Tem since 2018 as the first woman to hold the position, and the first person in 150 years to serve as both Pro Tem and Assembly Speaker.

Senator McGuire was elected to the Senate in 2014 and has served as Majority Leader since 2022, having replaced Senator Robert Hertzberg when he was termed out. Prior to being elected to the State Senate in 2014, he was a member of the Sonoma County Board of Supervisors and served as mayor of Healdsburg.

State Bill Position Tracker

SCAG’s Bill Position Tracker is provided to keep the Regional Council (RC) apprised of the bills in Sacramento on which they have taken a position. As of the writing of this report, the RC has formally adopted positions on thirty-two bills this legislative cycle so far. A copy of the tracker is included in this report.

State Legislative Calendar

The Legislature began its summer recess on July 14, 2023, and reconvened August 14, 2023. The Legislature has until September 14, 2023, at which point it will go on recess until January 3, 2024. Before the interim recess begins, there are crucial deadlines, including the September 1, 2023, deadline for fiscal committees to meet and report bills that have a fiscal impact on the State. Beginning September 5, 2023, the legislature is limited to floor sessions only, and committees will no longer be able to convene. September 8, 2023, is the deadline for bills to be amended on the floor, and finally, the Legislature will go into its interim recess on September 14, 2023, upon adjournment.

As legislators approach the end of the first half of the 2023-2024 Legislative Session, staff will continue to provide an updated calendar of legislative deadlines and bill tracker reports with the most relevant and pressing bills. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
July 14, 2023	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session provided Budget Bill has been passed.
August 14, 2023	Legislature reconvenes from Summer Recess.
September 1, 2023	Last day for fiscal committees to meet and report bills to Floor.
September 5-14, 2023	Floor session only. No committees, other than conference or Rules committees, may meet for any purpose.
September 8, 2023	Last day to amend on the floor.

September 14, 2023	Last day for each house to pass bills.
October 14, 2023	Last day for Governor to sign or veto bills passed by the Legislature on or before September 14 and in his possession after September 14.

FEDERAL

Federal Appropriations Bills Update

Congress was in recess during the month of August. The House concluded its proceedings after passing only one of 12 appropriations bills while the Senate concluded its proceedings without having passed any. This means that once Congress fully reconvenes mid-September, the House and Senate will have only a few weeks to pass all twelve appropriations bills. Given the tight timeline, they will have to pass a continuing resolution (CR) to avoid a shutdown before the current fiscal year ends on September 30, 2023.

Republicans and Democrats spent the month of August negotiating and counting votes to advance a CR before September 30, 2023, providing Congress with more time to enact the FY 2024 appropriations bills as needed. On August 14, 2023, Speaker McCarthy told his Caucus any CR would last no later than early December. There are expectations that reaching a deal to pass a CR will be challenging given the expectations from both sides and may result in a government shutdown to create the urgency to reach a deal.

An overview of the House and Senate FY 24 appropriations bills, provided by SCAG’s federal lobbyist Holland & Knight, has been attached to this report.

Federal Notices of Funding Opportunities (NOFOs) Update

President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) into law. These bills provide nearly \$2 trillion in total spending over the coming years for infrastructure improvement and climate-related purposes. Federal agencies have been working to implement the IIJA and IRA. These historic levels of investment in transportation grant programs have given jurisdictions in the SCAG region the opportunity to apply for funding for diverse projects.

Below is a current list of open NOFOs issued for transportation, housing, broadband, and other SCAG-related competitive programs:

Grant Program	Agency	Due Date
Reconnecting Communities Pilot Program	Federal Highway Administration	9/28/2023
Neighborhood Access and Equity Grant Program	Federal Highway Administration	9/28/2023
State and Local Cybersecurity Program	Federal Emergency Management	10/6/2023



	Agency	
Strengthening Mobility and Revolutionizing Transportation (SMART)	DOT Office of the Secretary	10/10/2023
Pilot Program for Transit Oriented Development (TOD)	Federal Transit Administration	10/10/2023
Middle Mile Broadband Infrastructure	National Telecommunications and Information Administration	11/1/2023
Green and Resilient Retrofit Program – Leading Edge	Department of Housing and Urban Development	4/30/2024
Green and Resilient Retrofit Program – Comprehensive	Department of Housing and Urban Development	5/30/2024

FISCAL IMPACT:

Work associated with the September 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Holland & Knight FY 24 House and Senate Appropriations Bills Status
2. 2023 SCAG Bill Position Tracker

Holland & Knight

Overview and Status of House and Senate FY 24 Appropriations Bills

- The following chart provides an overview of the Fiscal Year (FY) 2024 appropriations bills.

Bill	Key Provisions	Markup Dates	Subcommittee / Committee Approvals
<p>House Agriculture – FDA</p> <ul style="list-style-type: none"> Bill Summary Bill Report Bill Text 	<p>The Agriculture, Rural Development, Food and Drug Administration (FDA), and Related Agencies bill provides a nondefense discretionary total of \$25.313 billion for programs under the jurisdiction of the subcommittee, \$532 million (2.1%) below the FY 2023 enacted level and \$3.622 billion (12.5%) below the FY 2024 president's budget request.</p> <p>The Subcommittee's allocation is \$17.838 billion.</p> <p>The bill includes another \$7.475 billion that is offset by clawing back spending from the last two years and ending pandemic-era programs.</p> <p>The bill prioritizes agencies and programs that protect food and drug supply; support farmers, ranchers and rural communities; and ensure low-income Americans have access to nutrition programs</p>	<p>Agriculture Subcommittee Markup: May 18, 2023</p> <p>Full Committee Markup: June 14, 2023</p>	<p><u>Subcommittee</u> Approved by voice vote (May 18)</p> <p><u>Committee</u> Approved (June 14) Vote: 34-37</p>
<p>Senate Agriculture – FDA</p> <ul style="list-style-type: none"> Bill Summary Bill Report Bill Text 	<p>This bill provides \$25.993 billion in funding.</p> <p>The bill includes \$6.3 billion for the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) – a \$615 million increase over FY 2023 that meets the president's budget request.</p> <p>The bill provides \$3.56 billion, or a \$20 million increase from FY 2023, in funding for the FDA to carry out its mission to keep families healthy and safe. More specifically, it provides an additional \$7 million to conduct oversight of cosmetics for the first time ever, \$3.75 million to strengthen FDA's food safety programs, \$3.75 million to address device shortages and supply chain</p>	<p>Full Committee Markup: June 22, 2023</p>	<p><u>Committee</u> Approved (June 22) Vote: 28-0</p>

	<p>issues, \$3 million to advance neuroscience research, and \$2.5 million for ALS research.</p> <p>This bill provides \$1.792 billion – a \$48.6 million increase – for the Agricultural Research Service.</p> <p>The bill provides \$1.6 billion for rental assistance.</p> <p>The bill provides \$1.205 billion for the Food Safety and Inspection Service (FSIS), an increase of \$46.7 million.</p>		
<p>House Commerce-Justice-Science</p> <ul style="list-style-type: none"> • Bill Summary • Bill Text 	<p>The Commerce, Justice, Science, and Related Agencies appropriations bill provides net new spending of \$58.383 billion for programs under the jurisdiction of the Subcommittee, which is \$23.765 billion below the FY 2023 enacted level. The bill provides a non-defense discretionary total of \$52.383 billion, which is \$31.964 billion below the FY 2024 president's budget request and \$23.527 billion below the FY 2023 enacted level, and a defense discretionary total of \$6.293 billion, which is \$238 million below the FY 2023 enacted level and \$678.1 million below the FY 2024 president's budget request.</p> <p>The bill directs that funding to support the fight against fentanyl and efforts to counter the People's Republic of China.</p>	<p>Subcommittee Markup: July 14, 2023</p>	<p><u>Subcommittee</u> Approved by voice vote (July 14)</p>
<p>Senate Commerce-Justice-Science</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The Commerce, Justice, Science, and Related Agencies (CJS) FY 2024 appropriations bill provides a total of \$71.734 billion in discretionary funding.</p> <p>The bill provides \$37.956 billion for the U.S. Department of Justice (DOJ).</p> <p>The U.S. Department of Commerce receives \$11.1 billion to promote and support American businesses and exports.</p> <p>The bill provides \$9.5 billion for the National Science Foundation (NSF).</p>	<p>Full Committee Markup: July 13, 2023</p>	<p><u>Committee</u> Approved (July 13) Vote: 28-1</p>

	The National Aeronautics and Space Administration (NASA) is funded at \$25 billion to explore the solar system, promote innovation and sustainability in aeronautics, and protect our planet.		
House Defense <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>For FY 2024, the bill provides \$826.45 billion in new discretionary spending – \$285.87 million over the president's budget request and \$28.71 billion (3.6%) over the FY 2023 enacted level.</p> <p>The bill prioritizes funding to counter China, optimize the U.S. Department of Defense's (DOD) workforce, promote innovation, support servicemembers and their families, and increase DOD's role in combating the flow of fentanyl, synthetic opioids and other illegal drugs into the United States.</p>	<p>Subcommittee Markup: June 15, 2023</p> <p>Full Appropriations Committee Markup: June 22, 2023</p>	<p><u>Subcommittee</u> Approved by voice vote (June 15)</p> <p><u>Committee</u> Approved (June 15) Vote: 34-24</p>
Senate Defense <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The FY 2024 National Defense Appropriations Act (NDAA) provides \$831.781 billion in total funding.</p> <p>The bill includes \$2 billion to address budget wish list items from combatant commands, \$1.9 billion to bolster readiness, \$1.5 billion to higher acquisition costs stemming from inflation, \$1.1 billion to replenish weapons to be sent to Taiwan, \$1 billion to boost industrial base capacity and \$500 million for higher fuel costs.</p>	N/A	<u>Committee</u> Approved (July 27) Vote: 27-1
House Energy and Water Development <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The bill provides \$57.958 billion in discretionary spending.</p> <p>The bill provides \$32.513 billion in defense spending, which is an increase of \$1.113 billion above the FY 2023 enacted level.</p> <p>The bill also provides \$25.445 billion in non-defense spending, an increase of \$143 million above the FY 2023 enacted level and \$1.63 billion below the president's budget request.</p> <p>The bill prioritizes funding for agencies and programs that bolsters national security, energy security and economic competitiveness.</p>	<p>Subcommittee Markup: June 15, 2023</p> <p>Full Appropriations Committee Markup: June 22, 2023</p>	<p><u>Subcommittee</u> Approved by voice vote (June 15)</p> <p><u>Committee</u> Approved (June 22) Vote: 34-24</p>

<p>Senate Energy and Water Development</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>This bill provides \$9.4 billion in critical funding for sustainable and inclusive development, democratic governance and economic growth programs. The bill provides:</p> <ul style="list-style-type: none"> • \$8.934 billion for the Army Corps of Engineers • \$1.921 for the Bureau of Reclamation • \$17.3 billion for the U.S. Department of Energy's nondefense programs • \$32.8 billion for atomic energy defense activities for the Energy Department 	<p>Full Committee Markup: July 20, 2023</p>	<p><u>Committee</u></p> <p>Approved (July 20) Vote: 29-0</p>
<p>House Financial Services</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The Financial Services and General Government bill provides a non-defense discretionary total of \$25.279 billion and a defense discretionary total of \$45 million.</p> <p>This bill prioritizes agencies and programs that combat terrorism financing, maintain the integrity of financial markets, spur small business growth and target opioid abuse.</p>	<p>Subcommittee Markup: June 22, 2023</p> <p>Full Committee Markup: July 13, 2023</p>	<p><u>Subcommittee</u></p> <p>Approved by voice vote (June 22)</p> <p><u>Committee</u></p> <p>Approved (July 13) Vote: 34-26</p>
<p>Senate Financial Services</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The Financial Services and General Government FY 2024 appropriations bill provides \$16.95 billion to fund the operations of the U.S. Department of the Treasury, Executive Office of the President, federal judiciary, the District of Columbia, U.S. Small Business Administration (SBA) and more than two dozen independent federal agencies. The bill's \$16.95 billion total reflects the rescission of \$10 billion from funds provided to the IRS in the Inflation Reduction Act – a rescission that was agreed to in the Fiscal Responsibility Act. The total funding provided in the bill, including funds offset by fees, rescissions and rent, totals \$41.2 billion.</p>	<p>Subcommittee Markup: July 13, 2023</p>	<p><u>Committee</u></p> <p>Approved Vote: 29-0</p>
<p>House Homeland Security</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The Homeland Security bill includes \$91.511 billion in total discretionary appropriations for the U.S. Department of Homeland Security (DHS), including \$62.793 billion within the bill's allocation, \$5.837 billion in discretionary appropriations offset by fee collections, and \$20.261 billion as an allocation adjustment for major disaster response and recovery activities. The total</p>	<p>Subcommittee Markup: May 18, 2023</p> <p>Full Committee Markup: June 21, 2023</p>	<p><u>Subcommittee</u></p> <p>Approved by voice vote (May 18)</p> <p><u>Committee</u></p>

	<p>within the allocation is \$2.090 billion above the FY 2023 level.</p> <p>Provides \$2.104 billion for construction of physical wall along the southwest border.</p> <p>Provides \$496 million for 22,000 Border Patrol Agents, the highest level ever funded.</p> <p>Restores border security technology funding to the FY 2022 level of \$276 million.</p> <p>Provides \$3.520 billion for custody operations, including to fund an average daily U.S. Immigration and Customs Enforcement (ICE) detainee population of 41,000, which is higher than any previously appropriated level Provides \$655 million to fund transportation and removal operations for removable persons.</p> <p>Counters China and bolsters our national security by:</p> <ul style="list-style-type: none"> • Providing \$335 million to procure four additional U.S. Coast Guard (USCG) Fast Response Cutters to counter China in the Indo-Pacific. • Providing \$150 million for the purchase of a polar icebreaker to project U.S. sovereignty in the Arctic. 		<p>Approved (June 21) Vote: 33-25</p>
<p>Senate Homeland Security</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The FY 2024 Homeland Security Appropriations bill provides \$61.3 billion in total discretionary funding. The bill:</p> <p>Helps goods and people move through our ports and borders in an orderly and timely way, including by delivering essential funding for processing at ports of entry.</p> <p>Strengthens capacity to stop the flow of fentanyl and disrupt and dismantle transnational criminal organizations, including by:</p> <ul style="list-style-type: none"> • Providing \$719 million to improve the detection and seizure of fentanyl and other 	<p>N/A</p>	<p><u>Committee</u> Approved (July 27) Vote: 24-4</p>

	<p>narcotics at ports of entry with new technology and personnel.</p> <ul style="list-style-type: none"> Investing \$105 million in new resources to disrupt transnational criminal organizations and stop fentanyl and illicit drugs at their source. <p>Supports the refugee resettlement program and addresses the work authorization backlog by sustaining vital funding for refugee resettlement to meet the refugee admissions goal of 125,000 in FY 2024 and delivering new resources to process work authorizations.</p>		
<p>House Interior-Environment</p> <ul style="list-style-type: none"> Bill Summary Bill Report Bill Text 	<p>The Interior, Environment, and Related Agencies bill provides new non-defense discretionary spending totaling \$25.417 billion, which is \$13.433 billion (35%) below the FY 2023 enacted level and \$21.371 billion below the president's budget request. The bill also rescinds \$9.373 billion in funding provided to the U.S. Environmental Protection Agency (EPA), the Presidio Trust and the Council of Environmental Quality by the Inflation Reduction Act (IRA), bringing the program level to \$34.790 billion (10%) below the FY 2023 enacted level. Overall, the bill's allocation is below the FY 2018 enacted level. The bill fully funds the Payments in Lieu of Taxes (PILT) program and prioritizes funding for Tribes and Wildland Fire Management.</p>	<p>Subcommittee Markup: July 13, 2023</p> <p>Full Committee Markup: July 19, 2023</p>	<p><u>Subcommittee</u></p> <p>Approved by voice vote (July 13)</p> <p><u>Committee</u></p> <p>Approved (July 18) Vote: 33-27</p>
<p>Senate Interior-Environment</p> <ul style="list-style-type: none"> Bill Summary Bill Report Bill Text 	<p>The FY 2024 Interior, Environment, and Related Agencies Appropriations Act provides \$42.695 billion in total funding. The bill:</p> <p>Protects our environment, public lands and Americans' health, including by:</p> <ul style="list-style-type: none"> Delivering funding for the U.S. Environmental Protection Agency (EPA) to protect our environment and people's health and increasing funding for EPA's clean air programs. Protecting funding to conserve and manage our nation's public lands. 	N/A	<p><u>Committee</u></p> <p>Approved (July 27) Vote: 28-0</p>

	<p>Funds wildfire preparedness and suppression efforts as wildfires grow in size and frequency across the nation, threatening communities, wildlife and people's health.</p> <p>Invests in tribal communities by:</p> <ul style="list-style-type: none"> • Continuing to provide the historic advance appropriations for the Indian Health Service (IHS) so it can provide essential health services to patients without interruption or uncertainty. • Boosting investments in tribal schools, public safety and justice programs, and more. 		
<p>House Labor-HHS-Education</p> <ul style="list-style-type: none"> • Bill Summary • Bill Text 	<p>The Labor, Health and Human Services, Education, and Related Agencies bill provides \$147 billion for programs under the jurisdiction of the Subcommittee, which is \$60.3 billion (29%) below the FY 2023 enacted level and \$73 billion below the president's budget request.</p>	<p>Subcommittee Markup: July 14, 2023</p>	<p><u>Subcommittee</u></p> <p>Approved by voice vote (July 14)</p>
<p>Senate Labor-HHS-Education</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>The FY 2024 Labor, Health and Human Services, Education, and Related Agencies appropriations bill provides \$224.4 billion in total discretionary funding.</p> <p>The bill:</p> <p>Strengthens our investments in students and families, including by:</p> <ul style="list-style-type: none"> • Providing \$700 million more in federal child care funding and \$300 million more in funding for Head Start and other early learning programs. • Delivering \$175 million more for both Title-A and IDEA Special Education State grants, which are the cornerstone federal investment in our nation's K-12 schools. • Increasing the maximum Pell Grant by \$250 – for a total maximum award of \$7,645 – and providing additional funding for Federal Student Aid to support student borrowers, implement more affordable payment options and address issues in student loan forgiveness programs. 		<p><u>Committee</u></p> <p>Approved Vote: 26-2</p>

	<ul style="list-style-type: none"> • Bolsters biomedical research and protects essential healthcare programs, including by: <ul style="list-style-type: none"> o Delivering new resources for National Institutes of Health (NIH) research into mental health, Alzheimer's disease, cancer, opioid use, maternal mortality and more. o Protecting vital healthcare programs that support community health centers and the healthcare workforce, deliver services to patients across the country, address the maternal mortality crisis and more. o Sustaining key investments in our nation's public health and preparedness system, increasing funding for the Biomedical Advanced Research and Development Authority (BARDA) and more. • Commits new resources to address the substance use disorder and mental health crises, including by: <ul style="list-style-type: none"> o Providing more than \$125 million more for opioid treatment and prevention. o Delivering \$35 million more for the Mental Health Block Grant and new resources to support the workforce responding to the nationwide mental health crisis. 		
<p>House Legislative Branch (Approved)</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>Provides \$1.851 billion to the House of Representatives</p> <p>Provides \$1.851 billion for Joint Items</p> <p>Provides \$780.9 million to Capitol Police</p> <p>Provides \$8 million to the Office of Congressional Workplace Rights</p>	<p>Subcommittee Markup: May 17, 2023</p> <p>Full Appropriations Committee Markup: June 21, 2023</p>	<p><u>Subcommittee</u> Approved by voice vote (May 17)</p> <p><u>Committee</u> Approved (June 21) Vote: 33-24</p>

	<p>Provides \$64.6 million to the Congressional Budget Office</p> <p>Provides \$798.1 million to the Architect of the Capitol</p> <p>Provides \$843.7 million to the Library of Congress</p> <p>Provides \$129.9 million to the Government Publishing Office</p> <p>Provides \$806 million to the Government Accountability Office</p> <p>Provides \$6 million to the Congressional Office of International Leadership</p>		
<p>Senate Legislative Branch</p> <ul style="list-style-type: none"> • Bill Summary • Bill Text 	<p>The Legislative Branch FY 2024 appropriations bill provides \$6.761 billion in funding for the operations of the U.S. Senate, U.S. Capitol Police, Library of Congress, Government Accountability Office (GAO), Copyright Office, Congressional Research Service, Congressional Budget Office, the Architect of the Capitol and the Office of the Attending Physician.</p>	<p>Committee Markup: July 13, 2023</p>	<p><u>Committee</u></p> <p>Approved (July 13) Vote: 29-0</p>
<p>House Military Construction, Veterans Affairs and Related Agencies (Approved)</p> <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text • Special Rule H. Res. 614 	<p>The bill includes a total of \$317.441 billion in funding for the DOD Military Construction and Family Housing, U.S. Department of Veterans Affairs (VA) and related agencies.</p> <p>From this total, \$155.701 billion is provided as discretionary funding, and \$161.740 billion is provided for mandatory programs.</p> <p>Of the discretionary total, \$17.474 billion is for DOD military construction projects, nearly \$800 million above the president's budget request.</p> <p>The bill also fully funds the VA for FY 2024 by appropriating \$137.755 billion in discretionary funding in addition to the \$20.268 billion included in the Fiscal Responsibility Act of 2023 for the Cost of War Toxic Exposures Fund.</p>	<p>Subcommittee Markup: May 17, 2023</p> <p>Full Committee Markup: June 13, 2023</p>	<p><u>Subcommittee</u></p> <p>Approved by voice vote (May 17)</p> <p><u>Committee</u></p> <p>Approved (June 13) Vote: 33-27</p> <p><u>House Passage</u></p> <p>Approved 219-211</p>

	The bill also includes a total of \$471.7 million for the four related agencies.		
Senate Military Construction, Veterans Affairs, and Related Agencies <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>This bill provides the VA and related agencies \$135.3 billion in non-defense discretionary funding, as well as \$161.7 billion in mandatory funding, to fulfill the nation's obligations to veterans.</p> <p>The bill further provides advance appropriations to veterans programs in FY 2025, including \$112.6 billion for veterans' medical care and \$193 billion for veterans benefits.</p> <p>The bill also includes \$19.1 billion in defense spending for military construction and family housing this year – an increase of \$70 million over FY 2023 – to upgrade and modernize critical infrastructure and support military families.</p>	Full Committee Markup: June 22, 2023	<u>Committee</u> Approved (June 22) Vote: 28-0
House State-Foreign Operations <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	This bill provides backing total funding of \$41.4 billion, assuming \$11 billion in recent spending is clawed back, to programs under the jurisdiction of the subcommittee, which is \$16.4 billion (24%) below the president's budget request, \$7.2 billion (12%) below FY 2023 enacted level, and \$1.7 billion below the FY 2019 enacted level.	Subcommittee Markup: June 23, 2023 Full Committee Markup: July 12, 2023	<u>Subcommittee</u> Approved by voice vote (June 23) <u>Committee</u> Approved (July 12) Vote: 32-27
Senate State-Foreign Operations <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	<p>This bill provides \$61.608 billion in total discretionary funding for the U.S. Department of State, U.S. Agency for International Development (USAID) and other essential related programs. It provides:</p> <ul style="list-style-type: none"> • \$10.1 billion for the Department of State • \$2 billion for the USAID • a new \$565 million multiagency Economic Resilience Initiative • \$1.9 billion to support the IndoPacific Strategy and strengthen U.S. leadership and presence in the region • \$9.1 billion for humanitarian assistance programs to help meet the unprecedented forced displacement, food insecurity, and other emergency needs across the globe 	Full Committee Markup: July 20, 2023	<u>Committee</u> Approved (July 20) Vote: 27-2

	<ul style="list-style-type: none"> • \$125 million to support efforts to stop global flows of synthetic drugs • \$3.6 billion to meet United Nations commitments • \$448 million for the Peace Corps • \$1.1 billion for the Feed the Future initiative • \$9.4 billion in critical funding for sustainable and inclusive development, democratic governance, and economic growth programs 		
House Transportation- HUD <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	This bill provides a discretionary total of \$90.243 billion, which is \$8.633 billion (8.7%) below the president's budget request. While the Subcommittee's spending level is \$2.91 billion above the FY 2023 allocation, \$7.6 billion in new funding is meant to offset plummeting housing receipts, \$3.6 billion is meant to unravel the emergency spending Democrats used to pay for FY 2023 housing inflation, and another \$1.8 billion is required to ensure eligible recipients of housing assistance do not lose their assistance due to inflation. This bill prioritizes highway, railway and aviation safety while maintaining housing assistance for our nation's most vulnerable.	Subcommittee Markup: July 12, 2023 Full Committee Markup: July 18, 2023	<u>Subcommittee</u> Approved by voice vote (July 12) <u>Committee</u> Approved (July 18) Vote: 34-27
Senate Transportation- HUD <ul style="list-style-type: none"> • Bill Summary • Bill Report • Bill Text 	This bill provides \$98.931 billion in total discretionary funding. These allocations provide: <ul style="list-style-type: none"> • \$28.433 billion for the Department of Transportation • \$20.279 billion for the FAA • Funding for the RAISE Grant program • \$60.096 billion for Federal-aid Highways • \$3.4 billion for the Federal Railroad Administration • \$16.865 billion for the Federal Transit Administration • \$1.2 billion for the Maritime Administration • \$70.06 billion for the Department of Housing and Urban Development • \$3.9 billion for Homeless Assistance Grants • \$5.9 billion to increase the supply of affordable housing 	Full Committee Markup: July 20, 2023	<u>Committee</u> Approved (July 20) Vote: 29-0

	<ul style="list-style-type: none">• Increases to the Native American Housing Block Grant program• \$56.4 billion for rental assistance programs		
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Bill Number	Position/RC Action	Topic	Summary	Status
2023 LEGISLATIVE SESSION BILLS				
AB 6 (Friedman)	Oppose 6/1/23	Transportation Planning	This bill would require CARB to establish additional targets for 2035 and for 2045 and require MPOs to submit their RTP/SCS methodology to CARB for approval prior to starting their public participation processes. This bill would require MPOs to submit their adopted SCSs to CARB within 120 days of approval and require that SCCP applicants demonstrate how a proposal would reduce GHG emissions.	Passed Asm. Floor 45-19. Pending hearing in Sen. Trans.
AB 7 (Friedman)	Oppose 6/1/23	Transportation Project Selection Process	AB 7 would require transportation-related state agencies to incorporate CAPTI and IJJA principles into project development, selection, and implementation processes, as feasible.	Passed Asm. Floor 54-17 5/31/23. Passed Sen. Trans. 10-4. Two-Year Bill.
AB 57 (Kalra)	Support 4/6/23	California Pocket Forest Initiative	This bill would establish the California Pocket Forest Initiative which would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided.	Passed Asm. Floor 66-6. Passed Sen. Nat. Resources 10-0 and Sen Approps. 6-0. Re-referred to Sen. Approps. Suspense File.
AB 364 (Bryan)	Support 6/1/23	Statewide Street Furniture Data	This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. It would also require Caltrans to develop guidelines for sharing the data, and OPR to make this data publicly accessible.	Passed Asm. Floor 80-0. Pending hearing in Sen. Trans.
AB 557 (Hart)	Support 4/6/23	Local agencies: teleconferences	This bill would extend the local state agencies' teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.	Passed Asm. Floor 78-0. Passed Sen. Gov. and Finance 8-0 and Sen. Judiciary 11-0 pending Sen. Floor vote.

Attachment: 2023 SCAG Bill Position Tracker (September 2023 State and Federal Legislative Update)



Bill Number	Position/RC Action	Topic	Summary	Status
AB 585 (Rivas)	Support 6/1/23	CA Global Warming Solutions Act of 2006	This bill would require the state to regularly assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed.	Passed Asm. Floor 80-0. Passed Sen. Enviro. Quality 7-0 and Sen. Approps. 7-0. Placed on suspense file.
AB 591 (Gabriel)	Support 4/6/23	Electric vehicle service equipment: universal connectors	This bill would require an electric vehicle charging station that requires payment of a fee to allow a person desiring to use the station to pay via credit card.	Passed Assembly 78-0. Pending hearing in Sen. Trans.
AB 610 (Holden)	Support 4/6/23	Youth Transit Pass Pilot Program	This bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified.	Passed Asm. Floor 80-0 5/30/23. Passed Sen. Trans. 16-0. Pending hearing in Sen. Approps.
AB 645 (Friedman)	Watch 7/6/23	Speed Safety Cameras Pilot	This bill would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-injury areas and school zones in limited numbers based on population.	Passed Asm. Floor 58-7 and Sen. Trans. 10-5. Passed Sen. Judiciary 10-1. Pending hearing in Sen. Approps.
AB 744 (Carrillo, Juan)	Support 6/1/23	CTC Data, Modeling, & Software Procurement	This bill would authorize the CTC to take a leading role in the acquisition of data, modeling, and analytic software tools to support the state's sustainable transportation, congestion	Passed Asm. Floor 79-0 5/30/23. Passed Sen. Trans. 16-0 and Sen.

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Bill Number	Position/RC Action	Topic	Summary	Status
			management, affordable housing, efficient land use, air quality, and climate goals.	Approps 7-0. Placed on suspense file.
AB 761 (Friedman)	Support 4/6/23	Transit Transformation Task Force	This bill would establish the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders.	Passed Asm. Floor 79-0 5/30/23. Pending hearing in Sen. Trans.
AB 785 (Santiago)	Support 6/1/23	Los Angeles Homelessness Housing Projects CEQA Exemptions	This bill would extend the CEQA exemption for emergency shelters and supportive housing projects undertaken by the City and County of Los Angeles by five years, until January 1, 2030. This bill would also expand the exemptions provided by AB 1197 to include affordable and transitional housing projects.	Passed Asm. Floor 74-0 5/18/23. Passed Sen. Enviro. Quality 7-0. And Sen. Housing 11-0. Pending hearing in Sen. Approps.
AB 824 (Calderon)	Support 4/6/23	Highway Greening	This bill would require the Department of Transportation to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035.	Passed Asm. Floor 63-9 5/30/23. Passed Sen. Trans. 12-3 and Asm. Approps. 7-0. Placed on suspense file.
AB 825 (Bryan)	Watch 7/6/23	Legalizing Cyclists on Sidewalks	This bill would prohibit cities and counties from restricting the use of bicycles on sidewalks next to highways that do not include Class I, II, or IV bikeways, with exceptions for specified reasons.	Passed Asm. Floor 61-14. Passed Sen. Trans 6-1. Pending hearing in Sen. Approps. On 8/14/23.
AB 914 (Friedman)	Support 7/6/23	Electrical Infrastructure: CEQA	Establishes a two-year time limit, from the date the application is submitted to, and accepted as complete by, a lead state agency to complete CEQA	Passed Asm. Floor 79-0. Passed Senate Enviro. Quality 7-0 and Sen.

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Bill Number	Position/RC Action	Topic	Summary	Status
			review and approve or deny an application for an electrical infrastructure project.	Energy, Utilities and Comms 18-0. Pending hearing in Sen. Approps. 8/21/23.
AB 1181 (Zbur)	Support 6/1/23	Energy Resilience for Multifamily and Affordable Homes	This bill would make it easier for multifamily homes to achieve energy reliability and lower electricity costs for their tenants by directing the California Public Utilities Commission (CPUC) to improve financial incentives for pairing battery and solar panels in multifamily homes and ensure tenants receive direct economic benefit from these technologies.	Held under submission in Asm. Approps 5/18/23.
AB 1332 (Carrillo, Juan)	Support, if Amended 6/1/23	ADU Approval Streamlining	This bill would require local governments to create a program for the pre-approval of Accessory Dwelling Units (ADUs) by January 1, 2025. Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application.	Passed Asm. Floor 71-0 5/18/23. Passed Sen. Housing 11-0 and Sen. Gov. and Finance 8-0. Pending hearing in Sen. Approps.
AB 1335 (Zbur)	Oppose 05/04/23	RHNA Population Estimates	This bill would force SCAG to accept HCD's Regional Housing Determination as the only piece of information that could be used to forecast household growth in the first eight years of SCAG's 30-year Regional Transportation Plan/ Sustainable Communities Strategy.	Passed Asm. Floor 60-10. Passed Sen. Housing 8-2 and Sen. Trans 11-2. Pending hearing in Sen. Approps.
AB 1488 (Wallis)	Support 6/1/23	Water Project CEQA Streamlining	This bill would allow water storage, water conveyance and groundwater recharge projects to	Two-Year Bill 4/28/23.

Attachment: 2023 SCAG Bill Position Tracker (September 2023 State and Federal Legislative Update)

Bill Number	Position/RC Action	Topic	Summary	Status
AB 1508 (Ramos)	Support 6/1/23	Statewide Housing Plan First-Time Homeownership	benefit from expedited CEQA judicial review procedures. This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California.	Passed Asm. Floor 19-0. Passed Sen. Housing 11-0 and Sen. Approps. 7-0. Placed on suspense file.
AB 1525 (Bonta)	Hold as Two-Year Bill 6/1/23	Transportation funding for priority populations	This bill would direct Caltrans, the CTC, and CalSTA to adopt a criteria and evaluation process that defines "priority populations" and assesses the benefits and potential harms of proposed transportation projects.	Held under submission in Asm. Approps. 5/18/23. Two-Year Bill.
SCR 13 (Roth)	Support 4/6/23	Joseph Tavaglione Interchange	This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange.	Referred to Senate Transportation Committee pending hearing.
Public-Private Partnership Authority I-15 Wildlife Crossings	Support 7/6/23	Direct Contracting for I-15 Wildlife Crossings	This proposal would allow Caltrans to directly contract with Brightline West to develop, design, and construct wildlife crossings as part of their project in the median on the I-15. This proposal was included as part of the budget trailer bill SB 145 (Newman & Friedman).	Signed into law 7/10/23.
National Environmental Policy Act (NEPA) Delegation Authority	Support 7/6/23	NEPA Delegation Authority Extension	This proposal would remove the current sunset provision and permanently authorize the CalSTA Secretary to perform certain federal environmental responsibilities under NEPA. This proposal was included as part of the budget trailer bill SB 146 (Gonzalez & Friedman).	Signed into law 7/10/23.

Bill Number	Position/RC Action	Topic	Summary	Status
CEQA Judicial Streamlining	Support 7/6/23	CEQA Judiciary Streamlining	This proposal would require that judicial challenges and appeals to certain water, transportation, clean energy, and semiconductor or microelectronic projects under CEQA be completed within 270 days. This proposal was included as part of the budget trailer bill SB 149 (Caballero & Becker).	Signed into law 7/10/23.
Green Financing Programs for Federal IRA Funding	Support 7/6/23	IRA Federal Funding for GHG Reducing Projects	This proposal would authorize IBank and the DWR to utilize IRA funding to finance projects that reduce GHG emissions. This proposal was included as part of the budget trailer bill SB 124 (Committee on Budget and Fiscal Review).	Signed into law 7/10/23.
SB 393 (Glazer)	Support 4/6/23	California Environmental Quality Act	This bill authorizes a CEQA defendant to request disclosure of any contributions a plaintiff received of \$10,000 or more to help fund a legal action relating to a housing development project. It also prevents a CEQA action from being filed against a housing project that was included as part of a larger plan or project already approved under CEQA.	Passed Senate Floor 32-0 05/15/23. Pending hearing in Asm. Nat. Resources.
SB 517 (Gonzalez)	Support 6/1/23	GO-Biz Freight Coordinator	This bill would establish a Freight Coordinator within the Governor's Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator.	Passed Sen. Floor 40-0 5/25/23. Pending hearing in Asm. jobs, Economic Development, and the Economy.
SB 538 (Portantino)	Support 6/1/23	Caltrans Chief Advisor on Cycling and Active Transportation	This bill would require the director of the Caltrans to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department's	Passed Sen. Floor 32-5. Passed Asm. Trans. 13-0. Pending hearing in Asm. Approps. On 8/16/23.

Bill Number	Position/RC Action	Topic	Summary	Status
SB 670 (Allen)	Oppose 6/1/23	VMT Maps	<p>chief advisor on all issues related to bicycle transportation, safety, and infrastructure.</p> <p>would require the CARB, OPR, and Caltrans, to develop a methodology for assessing light-duty VMT and maps to display average VMT per capita in the state at the local, regional, and statewide levels. It would require CARB to update these maps every four years and to provide technical assistance.</p>	Held under submission in Sen. Approps. 5/18/23. Two-Year Bill.
SB 825 (Limón)	Support 4/6/23	MPO Broadband Funding Eligibility	This bill makes certain regional transportation planning entities, including MPOs, eligible for broadband infrastructure planning grant funding from the California Public Utilities Commission.	Passed Senate Floor 36-0. Passed Asm. Local Gov. 8-0. Pending Asm. Floor vote.
SB 860 (Bradford)	Support 6/1/23	ACP Outreach	This bill would require the CDT Office of Broadband and Digital Literacy to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program.	Held under submission in Sen. Approps. 5/19/23. Two-Year Bill.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
September 7, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: CFO Monthly Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

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.

UPDATE FROM THE CHIEF PLANNING OFFICER

FY23 Q4 Planning Project Highlights

The Housing Policy Leadership Academy (HPLA) program was funded by the State's Regional Early Action Planning (REAP) grant program and supports the region's efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA). In partnership with the Global Policy Leadership Academy, the academy offered a 10-session free, virtual course to 322 people in the region, including elected officials, local staff, business leaders, housing advocates, and community leaders. Of the people who participated in HPLA, 154 participants completed the program. Graduates include 18 mayors and city council members, seven policy advisors, six planning commissioners, and 23 planning and housing department professionals representing 34 jurisdictions. Participants left the program understanding how different policy solutions shape both the physical and social landscape and capacity to produce housing for all. These participants are prepared to proactively contribute to accelerating housing production.

Participants work concluded with a culminating research project and policy proposal. Some members indicated voluntarily continuing to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations. Popular proposal topics included ADU incentivization plans, building community ownership through community land trusts, and incorporating overlay zones to allow for more

affordable housing to be built. Notable proposals with plans to move forward aim to re-zone a publicly owned courthouse parking lot in the San Fernando Valley for affordable housing, establish a Coachella Valley Community Land Trust, develop a limited equity housing cooperative in Santa Ana, and establish an overlay zone that would allow faith institutions to develop their land for affordable housing in Fullerton.

Alongside the training program, SCAG hosted a series of four forums, open to the public, on housing policy issues and trends, federal and state housing legislation, funding trends and homeownership. Recordings of the sessions can be accessed [here](#).

21-047-MRFP-22 Lump Sum

REAP MRFP-22 (TO 1) - SRP-1A West Side Cities Council of Governments (WSCCOG)

21-047-MRFP-04 Lump Sum

REAP MRFP 04 (TO 1) - WSCCOG Project 1

ARUP US INC

The REAP 1.0 program aims to address barriers to housing development, increase housing in strategic areas, and promote affordable housing production. Projects such as the *Westside Development Constraints Cost and Land Use Regulation Policy Actions* (MRFP 04)and the *Westside Subregional Housing Funding Program* (MRFP-22) projects collaboratively address barriers to housing development, increasing housing in jobs and transit-rich areas The projects support the acceleration of affordable housing unit production, and the potential for replicating successful strategies in other regions facing similar challenges. The Digitized Utility Housing Tool MRFP 12) for the City of Palmdale in the North Los Angeles County area is an example of a tool that can be replicated. This project created an online interactive data viewing tool to provide information on housing-supportive utilities that are normally fragmented across several agencies, which can act as a barrier to new housing production. While the project focuses on one particular jurisdiction and its nearby areas, the project's information sharing tool has the potential to be replicated throughout the SCAG region. The tool can be recreated in areas where there are high costs of development due to uncertainty of housing-supportive infrastructure.

20-048-C01 Cost Plus Fixed Fee

Regional Transportation Demand Management (TDM) Data Standards

CAMBRIDGE SYSTEMATICS INC.

In 2019, SCAG adopted the region's first [TDM Strategic Plan](#), which identified TDM policies and programs to increase the efficiency of the transportation system, reducing vehicle miles traveled and greenhouse gas emissions through alternative modes of travel. For this project, SCAG worked with a consultant to implement recommendations from the Strategic Plan- specifically, developing

TDM data standards to inform the future development of a TDM data clearinghouse. This work addressed the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. SCAG developed a set of standards around data collection for the region as well as recommendations for a TDM data clearinghouse that when implemented would capture and house this data. These data standards will allow public and private sector partners to consistently document the benefits of TDM strategies. These data standards will help provide the region with accessible and consistent local data to support estimates of GHG emissions reductions from various strategies. The TDM data clearinghouse could also support SCAG's partners in their efforts to mitigate VMT in compliance with SB 743. This may improve SCAG's ability to document the success of TDM strategies during the development of future Regional Transportation Plan / Sustainable Community Plans (RTP/SCS).

20-082-C01

Lump Sum City of Cerritos Remote Services Enhancement Project
HR GREEN PACIFIC INC

The City of Cerritos pilot project, as a part of the Future Communities Pilot Program (FCPP), implemented an online permitting platform for the primary purpose of reducing vehicle miles traveled and greenhouse gas emissions. The consultant contract was critical to developing and implementing the tool. However, the benefits of this project extend far beyond the primary purpose to include optimizing the permit process and online systems; accelerating the speed of processing times and approval times; ensuring efficient use of staff time and resources; collecting valuable data and insights into trip reductions; providing best practice standards for other agencies in the region; improving city resources and making them more accessible; removing single-occupancy vehicles from our road network; and lastly, helping the State to reach its climate goals.

21-052-C01 Cost Plus Fixed Fee

Regional Forecast (re-issued form 21-034)
CENTER FOR CONTINUING STUDY OF CALIF ECON.

Having this expert adviser available has increased the agency's depth of knowledge around statewide economic and housing trends and helped staff make the right choice at several critical junctures during the growth forecasting process and its communication externally. A prime example is higher jobs forecast than was called for by the Demographic Panel of Experts in 2021—which was proven more accurate by mid-2023. This experience facilitated a much smoother Local Data Exchange (LDX) process between SCAG and local jurisdictions. In addition, this consultant has variously assisted on related media requests, legislation, and RHNA reform.

20-014-C01

Lump Sum Westside Mobility Study Update



FEHR AND PEERS

21-043-C01 Lump Sum
I-710 Mobility Hubs Plan
ALTA PLANNING + DESIGN, INC.

ACCOUNTING:

Membership Dues

As of June 30, 2023, 188 cities, 6 counties, 7 commissions, and 3 tribal governments have paid their FY23 membership dues. This represents 99.31% 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 has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in FY 2022-23. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$6.11M as of June 30, 2023. SCAG has earned \$6,809.52 interest from funds invested in the Los Angeles County Investment Pool and \$159,550.86 interest from funds invested in the Local Agency Investment Fund account as of June 30, 2023.

Grant Billing

During FY 2022-23, staff has prepared and submitted requests for reimbursements of approximately \$47.75 million to the following agencies. Additionally, SCAG received reimbursements of \$23.74 million for the Regional Early Action Planning (REAP 1.0) Grant.

1. **CPG Billing: \$42.66 million** to Caltrans for work funded with federal and state grants that were completed from June 2022 to May 2023. Of this amount, \$38.44 million has been received.
2. **FTA Section 5339: \$1.94 million** to FTA Sec. 5339 for work completed by Riverside Transit Agency, Anaheim Transportation Network, Foothill Transit Agency, Sunline Transit Agency, and SCAG's Staff (Sunline project) within period performance of June 2021 to January 2023. Of this amount, \$1.94 million has been received from FTA Sec. 5339 and was offset by the payments to Riverside Transit Agency, Anaheim Transportation Network, Foothill Transit Agency, and Sunline Transit Agency.
3. **ATP Billings: \$1.30 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that were completed from April 2022 to May 2023. Of this amount, \$1.02 million has been received.

4. **OTS Billings: \$1.08 million** to Office of Traffic Safety for work funded with OTS grants that were completed from April 2022 to March 2023. Of this amount, \$1.08 million has been received.
5. **MSRC Billing: \$0.47 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that were completed from January 2020 to February 2023. Of this amount, \$0.42 million has been received.
6. **City of Burbank: \$0.11 million** to City of Burbank for work funded with LEAP funds that were completed from May 2022 to January 2023. Of this amount, \$0.11 million has been received.
7. **DOE-Clean Cities: \$0.11 million** to Department of Energy for work funded with DOE-Clean Cities grant that was completed from April 2022 to March 2023. Of this amount, \$0.11 million has been received.
8. **LACI Billing: \$42,779.48** to LA Cleantech Incubator for work funded with LACI grant that were completed from April 2022 to June 2023. Of this amount, \$26,636.08 has been received.
9. **City of Santa Ana: \$22,500** to City of Santa Ana for work as identified in the scope of work of MOU # M-006-22 that was completed in June 2022. Of this amount, \$22,500.00 has been received.
10. **DOE-UCI: \$13,418.65** to the Regents of the University of California for work funded with DOE-Clean Cities grant that was completed from July 2022 to June 2023. Of this amount, \$4,224.93 has been received.
11. **ATN: \$8,282.92** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that were completed from April 2022 to April 2023. Of this amount, \$795.50 has been received.
12. **WSSCOG: \$5,338.82** to Westside Cities Council of Governments (WSSCOG) 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 February 2022 to August 2022. Of this amount, \$4,963.79 has been received.
13. **REAP 1.0: \$23.74 million** in reimbursements have been received from Housing and Community Development (HCD) for the REAP 1.0 grant as of 06/30/23. Approximately \$28.73 million have been expended to date (\$9.80 million during FY23).

BUDGET & GRANTS (B&G):

On July 24, 2023, staff kicked off the FY24 Overall Work Program (OWP) Formal Budget Amendment 01 process and is currently analyzing the proposed changes. Budget Amendment 01 will be presented to the Executive/Administration Committee (EAC) and the Regional Council (RC) for approval in November.



On July 28, 2023, SCAG submitted the FY 2022-23 (FY23) OWP 4th Quarter Progress Report with preliminary expenditures to Caltrans. The 4th Quarter Progress Report with final expenditures and the FY23 OWP Final Work Products will be submitted to Caltrans by August 31, 2023.

Also, staff reviewed and executed the funding agreements for the following new grants, and these funding sources will be added to the FY 24 OWP in the Budget Amendment 01.

- \$500,000 from the Federal Communications Commission (FCC) to support SCAG's Affordable Connectivity Program (ACP) Campaign; and
- \$996,058 from the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant Program to conduct SCAG's Last Mile Project Assessment Study

CONTRACTS

In July 2023, the Contracts Department issued one (1) Request for Proposal; awarded eight (8) contracts; issued fourteen (14) contract amendments; and processed fifty-six (56) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 217 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. It should be noted that for Fiscal Year 2023 staff negotiated a total \$1,628,554 in savings.

ATTACHMENT(S):

1. 090723 CFO CHARTS



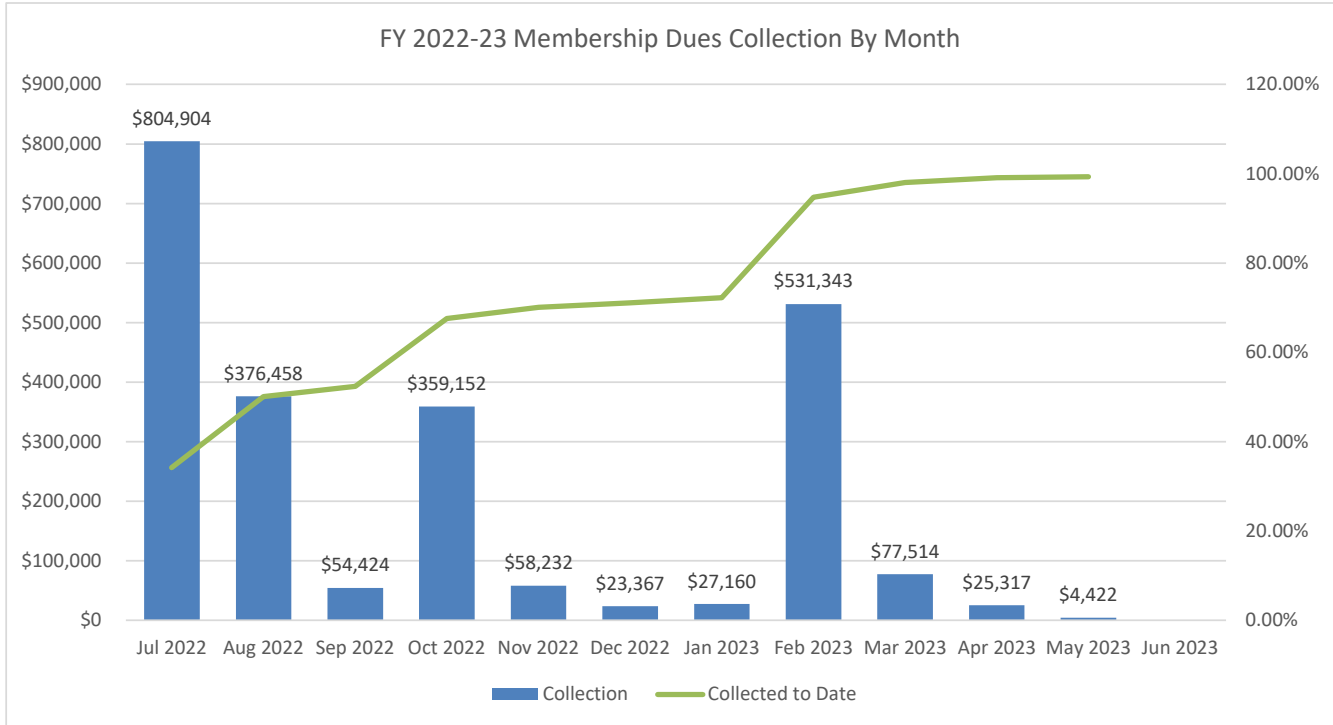
Office of the Chief Financial Officer

Quarterly Report

JUNE 2023



Membership Dues & Collections
 July 1, 2022 through June 30th, 2023



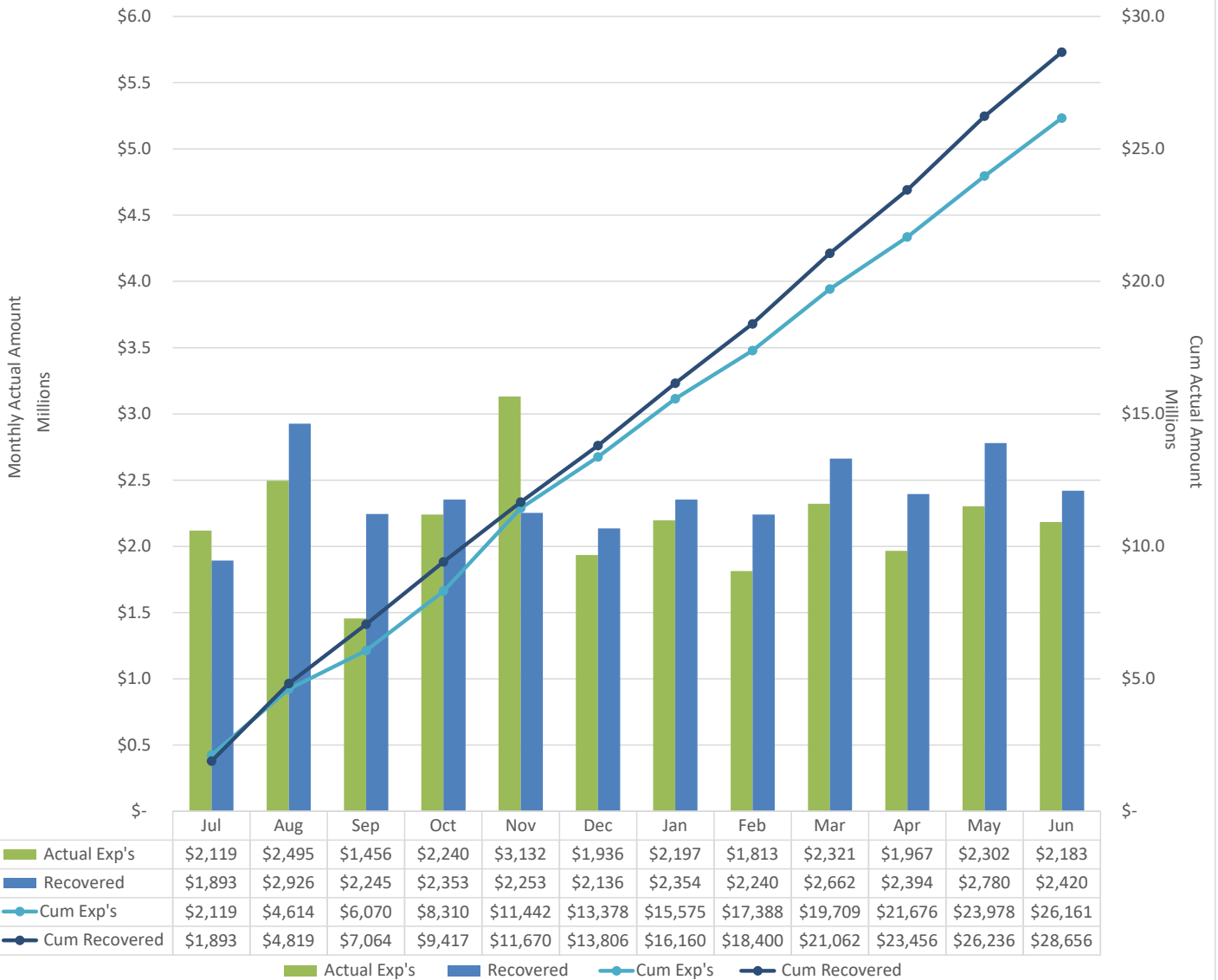
Summary
 As of June 30th 2023, 188 cities, 6 counties, 7 commissions and 3 tribal governments had paid their FY23 dues. This represents 99.31% of the dues assessment.

FY23 Membership Dues	<u><u>\$ 2,358,659</u></u>
Total Collected	<u><u>\$ 2,342,293</u></u>
Percentage Collected	<u><u>99.31%</u></u>

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2022 through June 30, 2023



Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through June 2023, SCAG was over-recovered by \$2,495,000 due to unspent Indirect Cost budget. The FY 2022-23 IC rate includes a carry-forward of approximately \$2.2 million, which represents an under-recovery of costs from FY 2020-21.



**Consolidated Balance Sheet
As of June 30, 2023**

	<u>Mar 31, 2023</u>	<u>Jun 30, 2023</u>	<u>Increase/(Decrease)</u>
Cash & Investment	15,950,614	8,851,489	(7,099,125) ⁽¹⁾
Other Assets	<u>22,313,082</u>	<u>26,904,016</u>	4,590,934 ⁽²⁾
Total Assets	<u>38,263,696</u>	<u>35,755,505</u>	<u>(2,508,191)</u>
	-	-	
Total Liabilities	<u>17,651,782</u>	<u>14,098,901</u>	<u>(3,552,880)</u> ⁽³⁾
	-	-	
Fund Balance	<u>20,611,915</u>	<u>21,656,604</u>	<u>1,044,689</u>
	-	-	
Total Liabilities & Fund Balance	<u>38,263,696</u>	<u>35,755,505</u>	<u>(2,508,191)</u>
	-	-	

(1) The \$7M decrease in Cash & Investment is primarily due to pending reimbursement of \$6.9M from HCD for REAP 1.0.

(2) The increase in other assets is due to an increase in Accounts Receivable of \$7.7M due to REAP 1.0 advance billing and decrease in Prepaid Expenses of \$977K plus net IC/FB fund over recovery \$2.1M.

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)



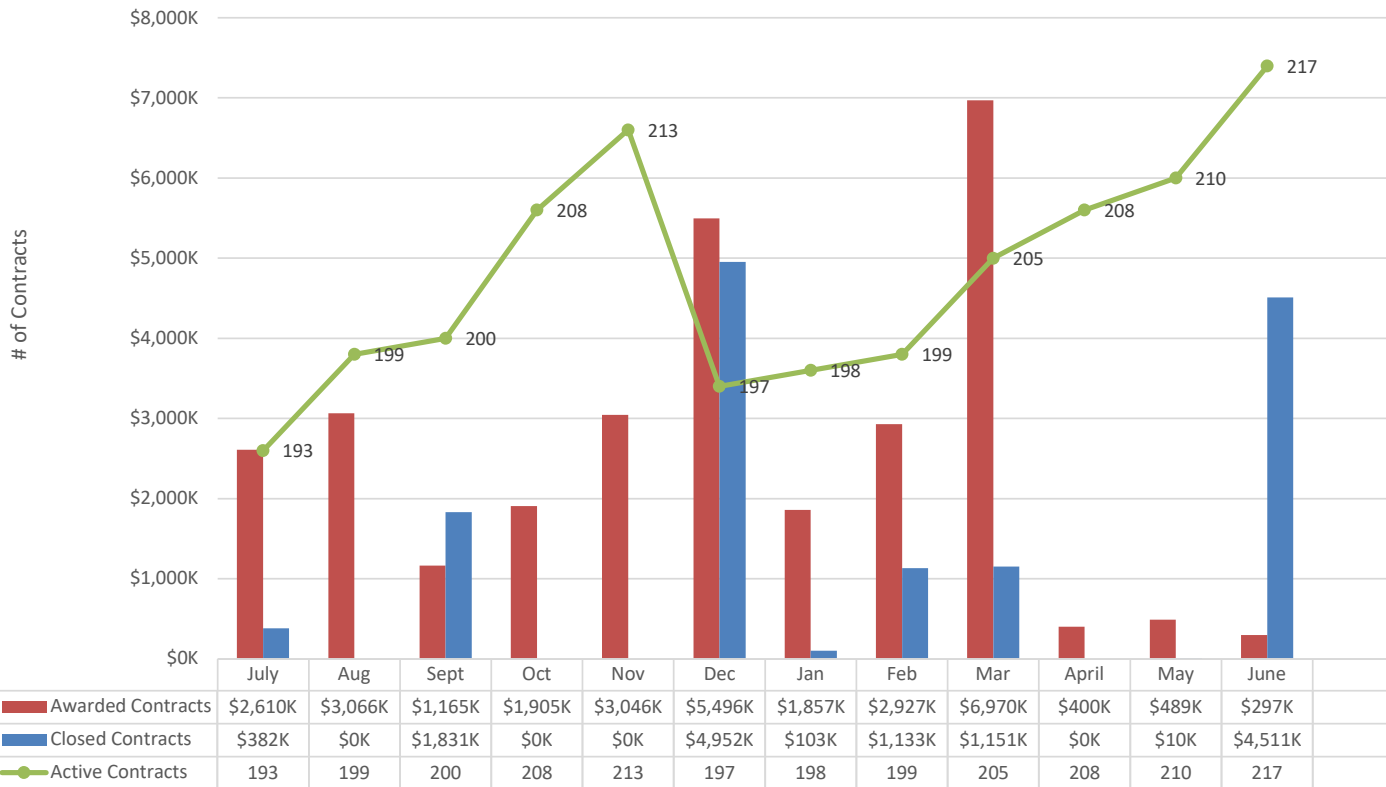
**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended June 30, 2023**

	July 1, 2022 to Mar 31, 2023	July 1, 2022 to June 30, 2023	Increase / (Decrease)	June 2023 Budgetary Comparison Statement	
				FY 2022-23 Budget	Under / (Over) Budget
Revenues	86,911,446	124,640,539	37,729,093	205,069,403	80,428,864
	-	-		-	
Expenditures:					
Salaries & Benefits	60,980,480	82,369,938	21,389,458	83,647,380	1,277,442
Services & Supplies	21,702,738	36,997,683	15,294,946	121,422,023	84,424,340 (1)
Total Expenditures	82,683,218	119,367,621	36,684,404	205,069,403	85,701,782
	-	-		-	
Change in Fund Balance	4,228,228	5,272,917	1,044,689	1,804,784	(3,468,133)
		-			
Fund Balance Beginning of the Year	16,383,687	16,383,687	-	16,383,687	-
Fund Balance at End of the Period	20,611,915	21,656,604	1,044,689	18,188,471	(3,468,133)
	-	-			

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year. The \$84.42M expenditure variance and associated revenue 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.

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

SCAG Contracts FY2022-23



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



■ Awarded Contracts
 ■ Closed Contracts
 —●— Active Contracts

Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 217 contracts. Thirty-two (32) are Cost Plus Fee contracts; Ninety-five (95) are Lump Sum (formerly Fixed Price) contracts, and the remaining ninety (90) 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.



SCAG FY23 Q4 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	23	10	9	3
Contract Ended	6	5	5	10
Contracts Administered	123	123	130	134

Contracts Awarded (3)

	Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Vendor	Agreement No.	Award Amount
1.	Transportation Planning	SCAG socioeconomic projection for demographic characteristics at small area level	SCAG Region	The primary objective for this project is for the consultant to review SCAG’s current Small Area Secondary Variables Allocation Model (SASVAM) and provide options to improve SCAG’s projection method. Through this project, SCAG intends to enhance its analytical and modeling capability and improve forecasting accuracies.	Cambridge Systematics Inc.	23-032-C01	\$145,000
2.	Active Transportation Planning	ACP Broadband Initiative - Digital Equity Call for Action	SCAG Region	The consultant shall assist SCAG in providing direct resources to communities via the creation of a <i>Go Human</i> Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. The consultant will develop a Toolkit of co-branded collateral (advertising and promotion materials) and	Community Action Partnership of Orange County	23-031-C01	150,000

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 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 Amount
			advertising strategies and pilot the Toolkit with up to three (3) target communities in the SCAG region.			
3. Transportation Planning	Economic Advisor	SCAG Region	The consultant shall provide economic advisory services to support SCAG's overall planning activities and ongoing economic analysis and communicate SCAG's planning activities to stakeholders.	Tech Coast Consulting Group LLC	23-020-C01	\$57,833
					Total:	\$352,833

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Contracts Closed (10)

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
1. Regional Early Action Plan	Housing Policy Leadership Academy	SCAG Region	The Housing Policy Leadership Academy (HPLA) program was funded by the State’s Regional Early Action Planning (REAP) grant program and supports the region’s efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA). In partnership with the Global Policy Leadership Academy, the academy offered a 10-session free, virtual course to 322 people in the region, including elected officials, local staff, business leaders, housing advocates, and community leaders. Of the people who participated in HPLA, 154 participants completed the program. Graduates include 18 mayors and city council members, seven policy advisors, six planning commissioners, and 23 planning and housing department professionals representing 34 jurisdictions. Participants left the program understanding how different policy solutions shape both the physical and	Lesar Development Consultants	21-047-MRFP-01	\$815,82

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			<p>social landscape and capacity to produce housing for all. These participants are prepared to proactively contribute to accelerating housing production.</p> <p>Participants work concluded with a culminating research project and policy proposal. Some members indicated voluntarily continuing to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations. Popular proposal topics included ADU incentivization plans, building community ownership through community land trusts, and incorporating overlay zones to allow for more affordable housing to be built. Notable proposals with plans to move forward aim to re-zone a publicly owned courthouse parking lot in the San Fernando Valley for affordable housing, establish a Coachella Valley Community Land Trust, develop a limited equity housing cooperative in Santa Ana, and establish an overlay zone that would</p>			

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			<p>allow faith institutions to develop their land for affordable housing in Fullerton.</p> <p>Alongside the training program, SCAG hosted a series of four forums, open to the public, on housing policy issues and trends, federal and state housing legislation, funding trends and homeownership. Recordings of the sessions can be accessed here.</p>			
2. Regional Early Action Plan	West Side Cities Council of Governments (WSCCOG) Subregional Partnership Project	County of Los Angeles (City of Beverly Hills, Culver City, City of Santa Monica, West Hollywood, the western portion of the City of Los Angeles, Council Districts 5 and 11, and the County of Los Angeles, Supervisorial Districts 3 and 4)	The REAP 1.0 program aims to address barriers to housing development, increase housing in strategic areas, and promote affordable housing production. Projects such as the <i>Westside Development Constraints Cost and Land Use Regulation Policy Actions</i> (MRFP 04) and the <i>Westside Subregional Housing Funding Program</i> (MRFP-22) projects collaboratively address barriers to housing development, increasing housing in jobs and transit-rich areas The projects support the acceleration of affordable housing unit production, and the potential for replicating successful strategies in other regions	Economic Consultants Oregon Ltd.	21-047-MRFP-22	\$105,51

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			<p>facing similar challenges. The Digitized Utility Housing Tool MRFP 12) for the City of Palmdale in the North Los Angeles County area is an example of a tool that can be replicated. This project created an online interactive data viewing tool to provide information on housing-supportive utilities that are normally fragmented across several agencies, which can act as a barrier to new housing production. While the project focuses on one particular jurisdiction and its nearby areas, the project's information sharing tool has the potential to be replicated throughout the SCAG region. The tool can be recreated in areas where there are high costs of development due to uncertainty of housing-supportive infrastructure.</p>			
3. Regional Early Action Plan	West Side Cities Council of Governments (WSCCOG) Subregional Partnership Project	County of Los Angeles (City of Beverly Hills, Culver City, City of Santa Monica, West Hollywood, the western	See Project Description for 21-047-MRFP-22 above	Arup US Inc.	21-047-MRFP-04	\$148,51

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
		portion of the City of Los Angeles, Council Districts 5 and 11, and the County of Los Angeles, Supervisorial Districts 3 and 4				
4. Regional Early Action Plan	REAP MRFP 12 (Contract) - Housing Tool	City of Palmdale, unincorporated Los Angeles County areas within the City's outer boundary, and unincorporated Los Angeles County areas adjacent to City boundaries	The consultant shall develop a Digital Utility Data Inventory Tool for Housing which will entail a comprehensive utility data inventory and an interactive online viewing tool showing built and future master planned utility infrastructure supportive of housing development in the Palmdale area.	Black And Veatch Corporation	21-047-MRFP-12	\$201,250
5. Transportation Planning	Regional TDM Data Clearinghouse and Standards	SCAG Region	In 2019, SCAG adopted the region's first TDM Strategic Plan, which identified TDM policies and programs to increase the efficiency of the transportation system, reducing vehicle miles traveled and greenhouse gas emissions through alternative modes of travel. For this project, SCAG worked with a consultant to	Cambridge Systematics Inc.	20-048-C01	\$337,650

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			<p>implement recommendations from the Strategic Plan- specifically, developing TDM data standards to inform the future development of a TDM data clearinghouse. This work addressed the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. SCAG developed a set of standards around data collection for the region as well as recommendations for a TDM data clearinghouse that when implemented would capture and house this data. These data standards will allow public and private sector partners to consistently document the benefits of TDM strategies. These data standards will help provide the region with accessible and consistent local data to support estimates of GHG emissions reductions from various strategies. The TDM data clearinghouse could also support SCAG's partners in their efforts to mitigate VMT in compliance with SB 743. This may improve SCAG's ability to document the success of TDM</p>			

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			strategies during the development of future Regional Transportation Plan / Sustainable Community Plans (RTP/SCS).			
6. Transportation Planning	City of Cerritos Remote Services Enhancement Project	City of Cerritos	The City of Cerritos pilot project, as a part of the Future Communities Pilot Program (FCPP), implemented an online permitting platform for the primary purpose of reducing vehicle miles traveled and greenhouse gas emissions. The consultant contract was critical to developing and implementing the tool. However, the benefits of this project extend far beyond the primary purpose to include optimizing the permit process and online systems; accelerating the speed of processing times and approval times; ensuring efficient use of staff time and resources; collecting valuable data and insights into trip reductions; providing best practice standards for other agencies in the region; improving city resources and making them more accessible; removing single-occupancy vehicles from our road network; and lastly,	HR Green Pacific Inc.	20-082-C01	\$535,72

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			helping the State to reach it's climate goals.			
7. Transportation Planning	Regional Forecast	SCAG Region	Having this expert adviser available has increased the agency's depth of knowledge around statewide economic and housing trends and helped staff make the right choice at several critical junctures during the growth forecasting process and its communication externally. A prime example is higher jobs forecast than was called for by the Demographic Panel of Experts in 2021—which was proven more accurate by mid-2023. This experience facilitated a much smoother Local Data Exchange (LDX) process between SCAG and local jurisdictions. In addition, this consultant has variously assisted on related media requests, legislation, and RHNA reform.	Center For Continuing Study of California Economy	21-052-C01	\$45,64
8. Regional Early Action Plan	Heart of Hollywood	SCAG Region	The consultant shall provide planning assistance to help jurisdictions implement and adopt Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts. Specifically, this	HR and A Advisors Inc.	21-047-MRFP-11	\$219,58

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			project is intended to accelerate housing production, community need, and implementation, and can serve as best practices for cities in the region.			
9. Transportation Planning	I-710 Mobility Hubs Plan	County of Los Angeles	SCAG is partnering with County of Los Angeles, Cal State Los Angeles, the City of Los Angeles, and the I-710 North Mobility Hubs Working Group to improve mobility between the South Pasadena Gold Line and Union Stations, Los Angeles County Public Works Headquarters, and Cal State Los Angeles. This study shall address congestion around the I-710N terminus. The consultant shall develop an I-710N Mobility Hubs Plan (Plan) which includes evaluating existing projects and plans, identifying the availability of different modes of transportation, assessing placemaking strategies and amenities, analyzing multimodal supportive infrastructure, identifying appropriate locations, and future mobility trends to address mobility improvements.	Alta Planning + Design, Inc.	21-043-C01	\$399,96
10. Transportation Planning	Westside Mobility Study Update	County of Los Angeles	Consistent with the requirements of the Caltrans Planning Grant and Measure M that funds this project, the consultant shall update the 2003	Fehr And Peers	20-014-C01	\$317,36

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Major SCAG Program or Initiative	Project Name	Region/Agency Serviced	Project Description	Consultant	Agreement No.	Award Amount
			<p>Westside Mobility Study to reflect current transit related infrastructure improvements and future mobility trends, such as first/last mile connectivity, active transportation, and emerging mobility technologies. The update to the 2003 study shall also identify new inter-jurisdictional projects and investments that address issues for all transportation modes, as well as improve access to the Westside for disadvantaged communities to reduce greenhouse gas (GHG) emissions and promote social equity.</p>			
					<p align="right">Total: \$3,127,000</p>	

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23-FY24 Forecast of Procurements
(Planning Division Only)**

Project	Description	Project Range	Projected RFP Date
		Small: \$199K or less Medium: \$200K - \$499K Large: \$500K or greater	
SCAG Regional Travel Survey	Travel Survey for SCAG region. The data will be used for updating SCAG travel demand model.	Large	July-September
Priority Agricultural Lands	Assess the resilience & economic benefits of agricultural lands	Small	July-September
Land Use Alternatives Development (FY23 SB 1 Formula)	Water Action Resolution Whitepaper	Medium	July-September
Highways to Boulevards Regional Study (FY22 SB 1 Formula)	Plan for replacing aging highways with facilities that better support community needs, particularly in historically underserved areas. Identify and evaluate urban highways for potential conversion to city streets or "capping" projects.	Large	July-September
LIST - General Plan Technical Assistance, RDP Technical Assistance, or Local Data Exchange Technical Assistance	To provide technical assistance on various tools and resources within RDP to local jurisdictions in the region. In addition to demo/training, the consultant shall provide office hours and technical analysis (per request)	Medium	October-December

Attachment: 090723 CFO CHARTS [Revision 2] (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

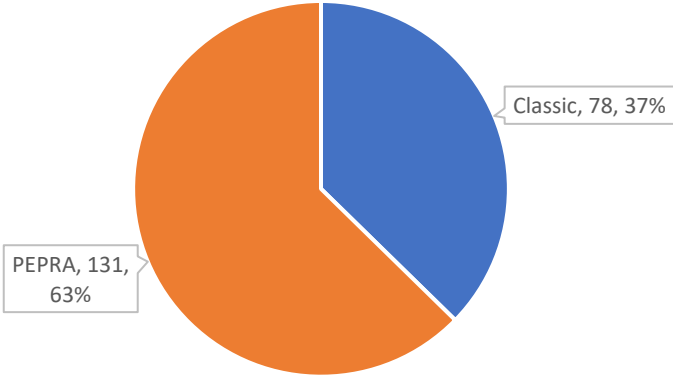
CFO Report

As of July 1, 2023

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	9	9	0	0	0	0	9
Human Resources	13	12	2	0	0	0	12
Legal Services	3	3	0	0	0	0	3
Finance	37	31	6	0	0	0	31
Information Technology	30	27	3	1	0	0	28
Gov. & Public Affairs	26	20	6	1	0	0	21
Planning & Programs	114	107	7	5	0	1	113
Total	231	209	24	7	0	1	217

CalPERS Membership



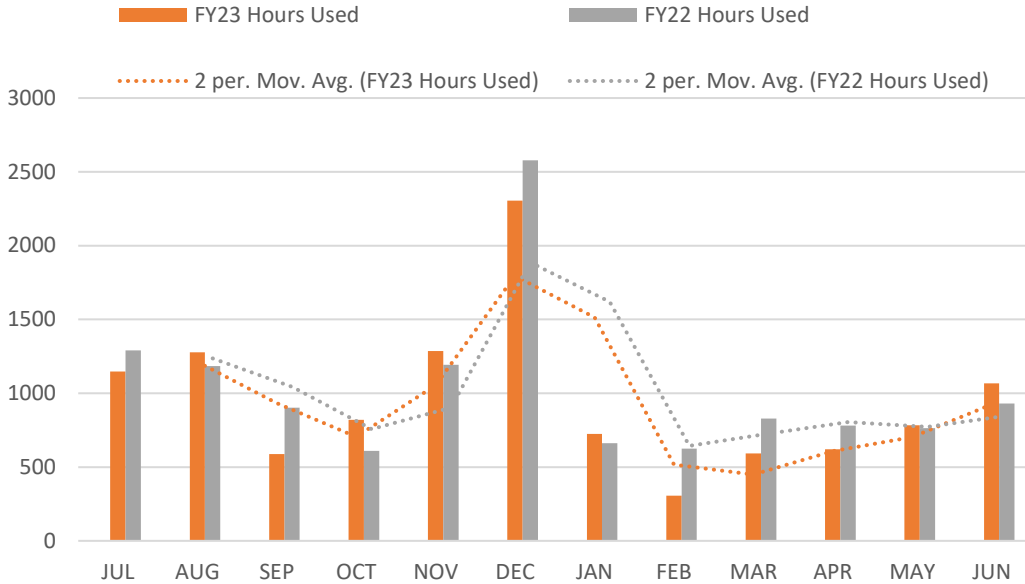
CFO Report

As of July 1, 2023

Vacation Update

Vacation Usage FY23

	Hours Used	Cost
Total	11,517.75	\$ 633,845.24
Average	77.82	\$ 4,282.74
# of Staff	148	
% of Staff	71.15%	



Vacation Cash Out Pilot Program Usage

	FY23 Hours Used	FY23 Cost	FY22 Hours Used	FY22 Cost
Total	1310	\$ 95,472.10	880.00	\$ 63,892.80
Average	40	\$ 2,808.17	38.26	\$ 2,777.95
Lowest	40	\$ 1,413.30	20	\$ 1,227.00
Highest	40 (max)	\$ 6,140.80	40 (max)	\$ 5,902.40
# of Staff	30		22	
% of Staff	14.42%		12.29%	

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

To: Regional Council (RC)

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

Subject: Business Report – September 7, 2023

Here are highlights of top business and industry attention during this past month. As Federal Reserve chairman, Jay Powell, says, **“We are navigating by the stars under cloudy skies.”** And the data presented can appear uncertain, volatile and contradictory.

- 1. Inflation** — The topline number from the August 10 Consumer Price Index report is that inflation in America rose 3.2% year over year in July, speeding up slightly from 3% in June. **But the latest indicator is that the economy could be on approach to a soft landing.** The core CPI, which excludes food and energy and is the measure that the Fed watches most closely, ticked down a tenth of a point to 4.7% annually. And month to month, both overall and core CPI rose just 0.2% in July, the same rates as in June and tied for the smallest increases in the past two years. **Whether the Fed will continue to raise interest rates is anyone’s guess.**

However by raising past interest rates, the Fed has been tightening credit. This is beginning to have a real effect. **Almost all of the banks are significantly cutting back their lending for projects such as shopping centers, offices, industrial, etc.** Per Randall Lewis, we are seeing a large number of projects being postponed or abandoned, because rising borrowing cost make them financially infeasible or because lenders won’t make loans. This does not mean that the world is stopping. **It just means that a significant number of development projects are going to be postponed or abandoned.**

The message to **cities is they should check on the status of projects that have been entitled but not started.** They may find a lot of postponements, which could feed income and staffing needs in the short run. Cities get a significant amount of their operating budgets from property taxes. As offices and some other real estate products get reappraised, cities are going to start getting a lot less revenue. This impact will be felt city by city and some won’t be impacted at all, but for those who are impacted, it could be painful in this era of tight budgets where every dollar matters.

Housing costs make up a huge proportion of the rise in CPI. Food and gas prices ticked up moderately on the month. But Americans got a break with falling prices for used cars, hotels, TVs, pet food and flights. Overall, economists expect inflation to keep trending lower but many

Americans are still feeling the squeeze as prices remain considerably higher than before the economic shocks of the pandemic.

While the labor market continues to appear strong and has been more resilient than most economists expected, it is starting to slow down like the rest of the economy. The labor market slowdown is evident in sectors that typically indicated a slowing economic environment -- construction and manufacturing. Nationally, Leading Economic Indicators (Conference Board) fell for the 16th consecutive month in July 2023, signaling an uncertain outlook. It is clear that the banking sector is experiencing a credit crunch, particularly in commercial real estate. Auto loan delinquencies have also spiked to the highest level in over 15 years, and credit card delinquencies are rising rapidly. The resumption of student loan payments will exacerbate these trends.

Another problem from the difficulties in the office sector is that many downtown businesses are continuing to struggle as fewer workers are working five days a week. **This is impacting restaurants and other businesses near offices that rely on Monday through Friday workers** for a big part of their revenue.

As noted at the GLUE Council with polls and a solid study from LA and IE business groups, **California as a state continues to drive away business growth**. Stories abound about businesses that plan to grow, but expansion will be outside of California because of the regulations. And, companies that have thought about coming to California are choosing not to invest here.

2. **GLUE Council met July 31 to hear detailed presentations from LA Chamber of Commerce and Inland Empire Economic Partnership (IEEP) on their New SoCal Report: Businesses Continue to Relocate to More Business-Friendly States. As I reported last month, [California's Competitiveness: A Regional Approach](#) looks at California as a whole but with a focus on Southern California, citing the experiences elsewhere in the state where applicable. The report includes interviews with 23 SoCal CEO's who assess California's competitiveness relative to other states.**

In addition, BizFed LA presented its draft slide deck, **2023 Pulse Poll**, their 15th annual issues and attitudes survey on economic outlook, business concerns, and other issues. A copy of that deck is attached.

Richard Lambros shared an overview of the business community's priorities for Connect SoCal 2024. The business community coalition delivered a principles document to SCAG for Connect SoCal 2024 considerations. The six principles include: 1) account for all recent technologies and societal changes to calculate greenhouse gas emissions and vehicle miles traveled reductions; 2)

support the accelerated production of new housing in compliance with the Housing Crisis Act and other State Housing Law Reforms, while complying with CEQA; 3) respect local control; 4) provide positive economic impacts and ensure the RTP/SCS results in positive economic benefit; 5) commit to transparency and disclosure; and 6) assure new revenue sources are fair, equitable and economically sound.

The business coalition will apply these principles when reviewing the draft RTP/SCS. The coalition also requested two items on the modeling side: 1) SCAG model RHNA allocation in the Plan and how that impacts goals of the RTP/SCS, and 2) see comparison of RHNA model in comparison to SCAG's local input model. ***(Note: these requests were subsequently modified to an exchange of publicly available data vs. modeling.)*** SCAG staff appreciated the constructive dialogue and will continue to engage the business coalition as staff develops the draft plan document.

We also heard updated information from SCAG staff on EV and remote work information to be included in analysis for the draft proposed plan.

GLUE Council's next meeting is scheduled via Zoom for October 2, 2023 from 10 am to noon. All are welcome—and I particularly want to thank Regional Council leaders, Jan Harnik and Clint Lorimore, for joining the discussion and presentations.

- 3. Federal Watch: Fitch Ratings downgraded U.S. debt in August.** “The rating downgrade of the United States reflects the expected fiscal deterioration over the next three years, a high and growing general government debt burden, and the erosion of governance,” Fitch explained.

According to the US Chamber of Commerce:

- The impact on the cost of borrowing and on the markets will be minimal. That is **because America is still the safest investment in the world**. No one should ever bet against us, thanks in large part to the resilience and innovation of the American business community.
- The downgrade is a reminder that our elected leaders on both sides of the aisle are playing with fire when it comes to the debt limit and deficit. Leveraging the debt limit against the threat of default has become alarmingly frequent, only increasing the risk that one day leaders will miscalculate and actually default on our obligations.
 - Retirement and healthcare programs along with rising interest payments on our debt are pushing the fiscal outlook into uncharted territory with deficits growing as a share of the economy each year, crowding out private investment and making

America poorer. The longer these challenges are left unaddressed, the more difficult it will be to solve them.

- As has been well-documented—**new regulations, taxes, tariffs, legal liability—have soared 27% over the past decade.** By comparison, normal business risks—such as changing consumer demand, and brand risk—were flat. Unfortunately, American businesses are having to add government’s fiscal health and willingness to pay its bills to the list of headwinds.

4. Taylor Swift and LA Economic Development. According to the California Center for Jobs & The Economy, the Taylor Swift tour is estimated to have a substantial economic effect on cities included as venues, with some estimates ranging up to as much as \$5 billion total. Reports from various cities indicate these events have had a major revitalizing effect on local tourism industries and downtowns still struggling from the pandemic effects. LA looks to benefit significantly from this month’s tour.

CALIFORNIA CENTER FOR
JOBS & THE ECONOMY

California
Business
Roundtable



ATTACHMENT(S):

1. Draft Deck – 2023 Pulse Poll

BizFed's 15th Annual Issues & Attitudes Survey

2023 PULSE POLL

TAKING THE PULSE OF SOUTHERN CALIFORNIA'S BROAD BUSINESS COMMUNITY

A DEEPER DIVE INTO...

Economic Outlook & Optimism
Top Business Concerns
Post-Pandemic Business Needs
Factors Fueling Business Flight
Why Employers Stay in California
Confidence in Government



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MAJOR FINDINGS



Respondents pointed to taxes/fees as their most critical concern in 2023.



Homelessness was the top concern in 2020, 2021 and 2022. It fell to fourth place in 2023, reflecting the business community's view that improved public-private coordination has accelerated efforts to connect unhoused Angelenos with shelter and care.



Crime ranked second in 2023, up from 12th place before the coronavirus pandemic.



Economic optimism dipped in 2023 among Pulse Poll respondents for the second consecutive year. Respondents also forecasted slower workforce growth.



Inflation and supply chain disturbances continue piling on costs. 80% of respondents said the cost of business had increased more than they anticipated in 2023.



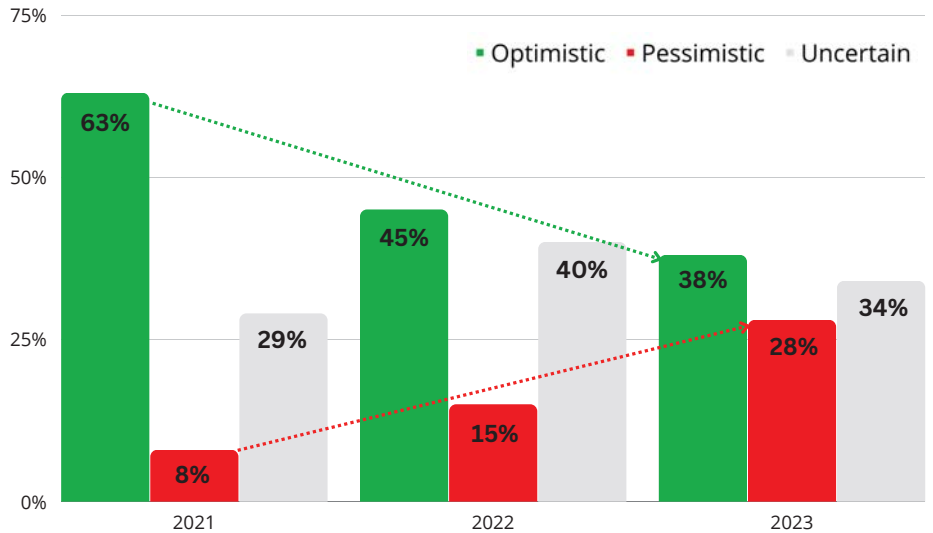
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ECONOMIC PESSIMISM UP

Economic optimism dipped among Pulse Poll respondents for the second consecutive year, while business leaders also forecasted slower workforce growth in 2023.

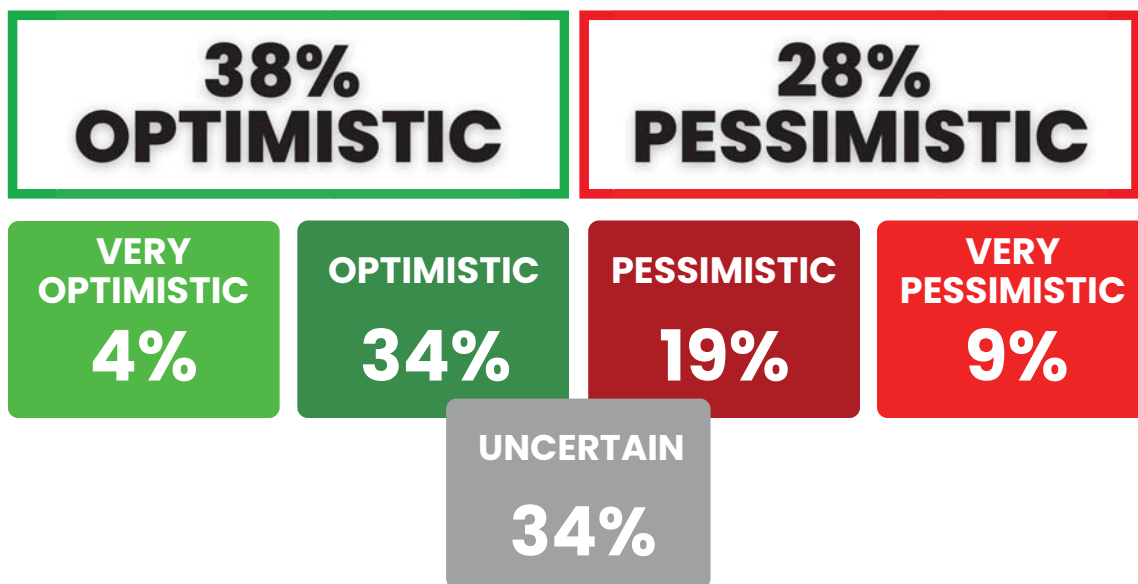
Nearly twice as many respondents reported feeling pessimistic about the economy in 2023 compared to 2022.

The jump in economic pessimism from 2021 to 2023 is **nearly fourfold**.



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12-MONTH BUSINESS OUTLOOK



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WORKFORCE FORECAST

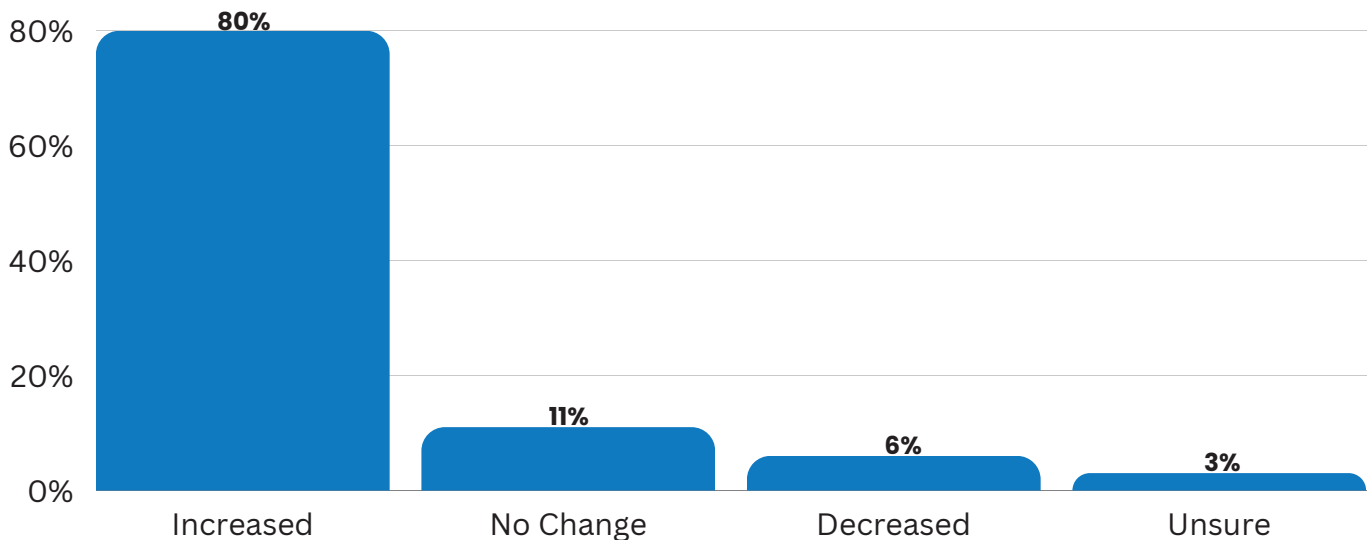
Only 26% of respondents expect to see their workforces grow over the next 12 months.



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COSTS OF DOING BUSINESS

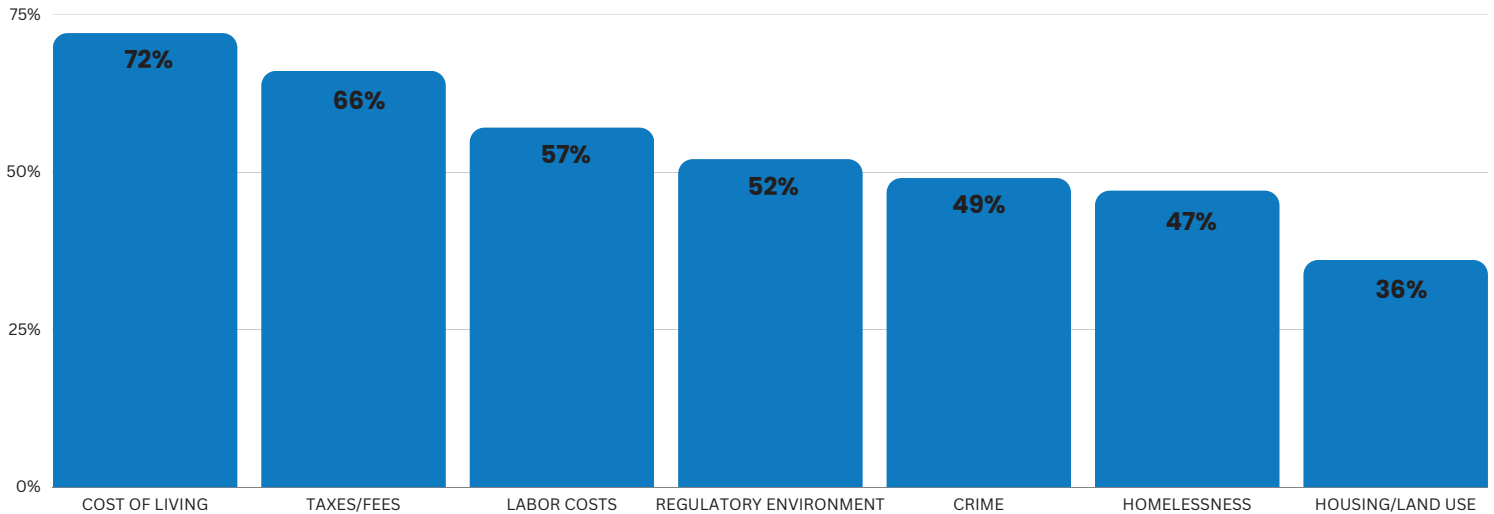
Doing business in Southern California was more expensive in 2023 than the vast majority of business leaders said they anticipated.



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CALIFORNIA EXODUS: BUSINESS FLIGHT

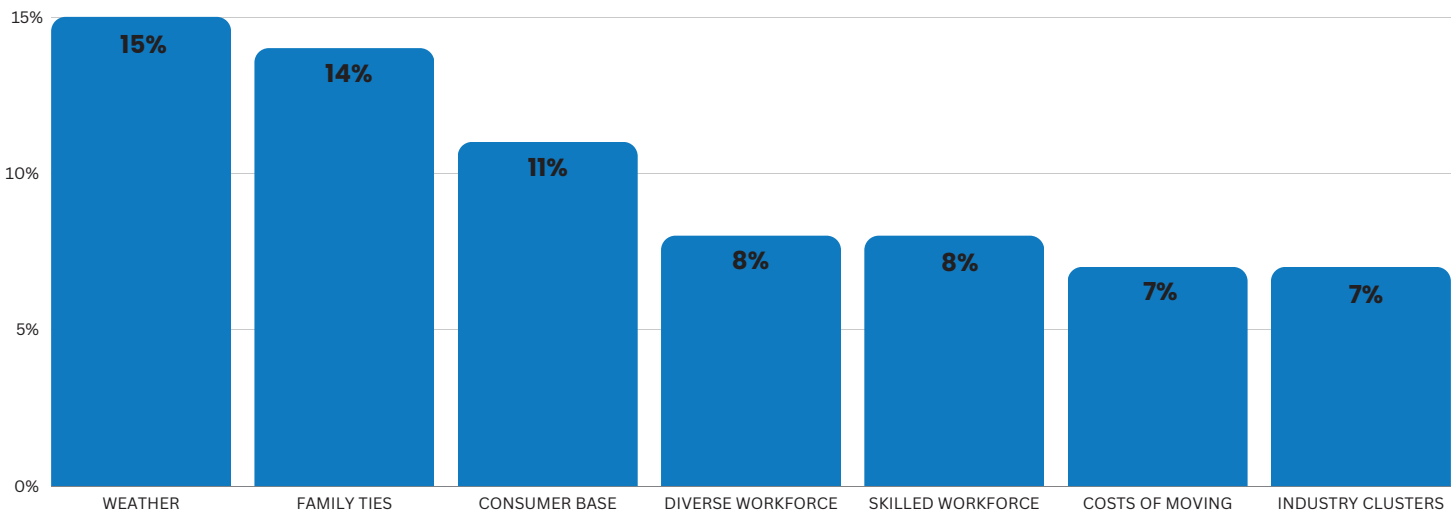
These are the issues that respondents said would make them consider leaving California.



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WHAT KEEPS BUSINESS IN CALIFORNIA?

You can't put a price tag on everything. Weather and family ties are among the leading reasons that employers cite for staying in Los Angeles County.



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2023 PULSE POLL: Top Issues & Key Takeaways

BUSINESS CONCERNS	2019	2020	2021	2022	2023
TAXES/FEES	1	2	2	5	1
CRIME	12	3	4	3	2
INFLATION	N/A	N/A	N/A	4	3
HOMELESSNESS	3	1	1	1	4
ENERGY COSTS	8	12	9	2	5
GOVERNMENT REGULATION	48	7	6	8	6
INTEREST RATES	N/A	N/A	N/A	N/A	7
ENERGY INFRASTRUCTURE	N/A	N/A	N/A	N/A	8
LEGISLATIVE GRIDLOCK	10	4	5	0	9
HOUSING/LAND USE	7	8	10	6	10

TAXES/FEES was the top business concern in this year's poll, followed by crime, inflation and homelessness.

CRIME jumped from the 12th most pressing concern before the pandemic to 3rd in 2020 and 2nd this year, the highest ranking crime has seen in the Pulse Poll's 15-year history.



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TOP BUSINESS CONCERNS HOW RANKINGS HAVE SHIFTED SINCE 2008

TAXES/FEES reclaims its top spot this year as the #1 most critical business concern in Southern California after falling to 5th place in 2022.

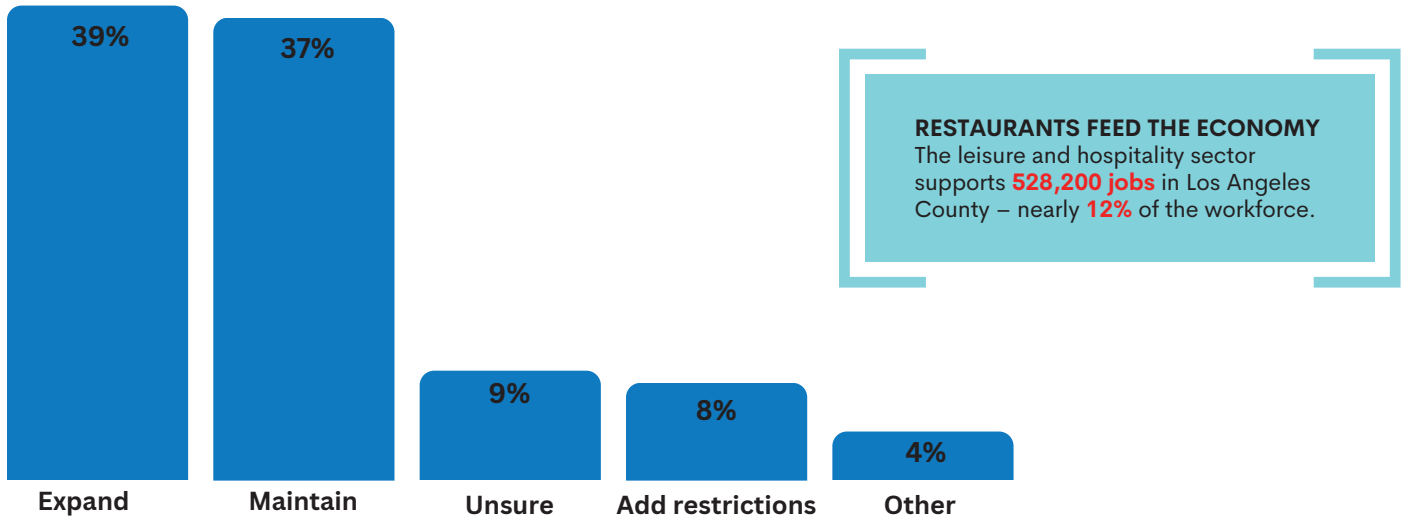
Business Concerns	2008	2009	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Taxes and Fees	16	n/s	1	1	1	1	1	1	1	1	1	2	2	5	1
Crime	6	n/s	14	9	9	13	6	7	12	10	12	3	4	3	2
Inflation	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	4	3
Homelessness	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	17	9	3	1	1	1	4
Energy/Fuel costs	n/s	n/s	n/s	n/s	7	2	10	13	14	15	8	12	9	2	5
Government Regulation/Compliance	13	n/s	2	2	2	5	2	3	3	2	4	7	6	8	6
Interest Rates	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	7
Energy Infrastructure and Reliability	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	8
Legislative Gridlock (State and/or Federal)	n/s	n/s	6	4	5	7	12	10	4	6	10	4	5	9	9
Housing/Land use	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	10	3	7	8	10	6	10
Local Permit Process	4	2	9	10	13	13	3	9	6	7	9	13	11	10	11
Access to Goods/Services	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	7	12
Public Infrastructure (Roads, Rails, etc.)	14	5	15	7	12	3	9	5	2	4	2	14	12	22	13
State and Local Budgets	2	n/s	4	3	6	6	14	15	7	11	13	6	15	15	14
Employee Recruiting/Retention	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	14	15
Water (Access and Reliability)	7	3	19	14	16	10	7	6	13	17	15	15	13	13	16
Environmental Policies	29	n/s	8	12	8	10	5	11	8	12	18	10	18	16	17
Access to Capital	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	18
Education	5	n/s	7	5	4	9	8	4	9	5	5	5	3	12	19
Health Care	9	1	3	6	3	4	13	12	11	16	17	9	7	17	20
Transportation	8	5	13	8	10	8	4	2	5	8	6	18	19	18	21
Immigration	n/s	n/s	n/s	17	17	17	18	18	16	13	16	16	16	19	22
Workforce Development	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	14	11	17	21	23
Broadband Accessibility (Infrastructure)	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	14	20	24	
Public Employee Pensions	n/s	n/s	11	16	11	18	17	17	15	14	11	19	21	11	25
Remote Work/Remote Learning	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	17	20	n/s	n/s
Telehealth/Medicine	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	21	22	n/s	n/s
Telework	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	n/s	20	n/s	n/s	n/s



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"AL FRESCO" OUTDOOR DINING

Los Angeles County business leaders overwhelmingly support the pandemic-era dining trend. BizFed members include the [California Restaurant Association](#), [Latino Restaurant Association](#) and [Latino Food Industry Association](#). With BizFed's support, these groups advocate for **3,700 employers** in California.



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FOUR-DAY WORKWEEK DEBATE

Most employers support prioritizing work-life balance and employee wellness within standard five-day workweek structures. Only one-third of respondents believe shortening workweeks will lead to positive outcomes.



- Improves work-life balance: 26%
- Increases operational flexibility: 9%
- Unsure: 12%
- Neutral: 10%



- Increases costs: 43%
- Disrupts planning: 40%
- Decreases productivity: 30%

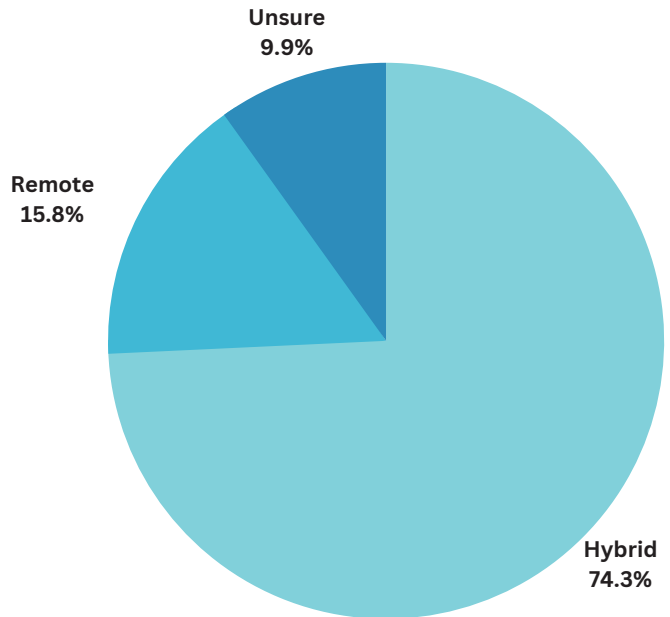


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REMOTE WORK EXPECTATIONS

Although California has loosened and lifted restrictions since the height of the coronavirus pandemic, Los Angeles-area employers increasingly expect remote and hybrid work models to take hold.

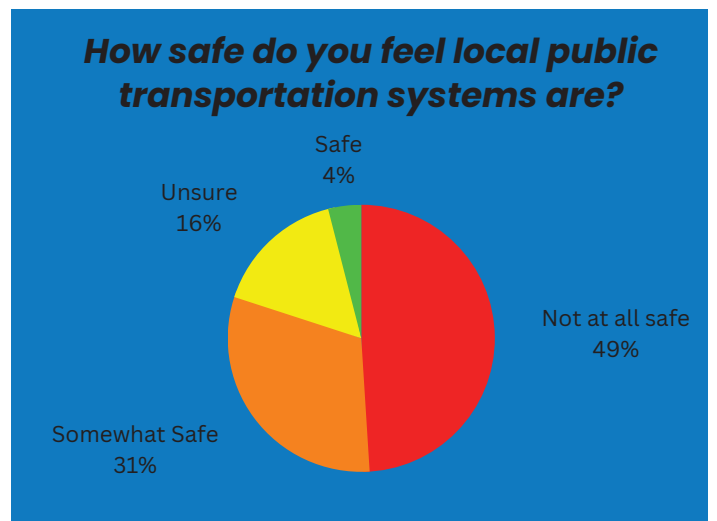
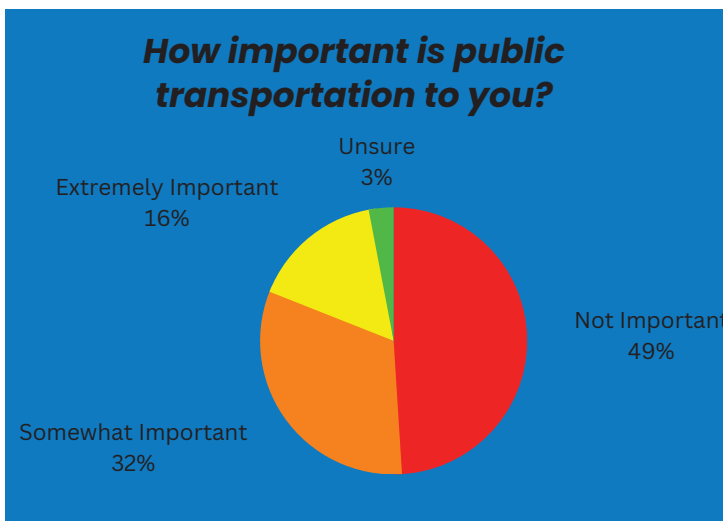
74% of 2023 Pulse Poll respondents said they expect their employees to work remotely at least some of the time during the next 12 months, up from 69% in 2022 and 62% in 2021.



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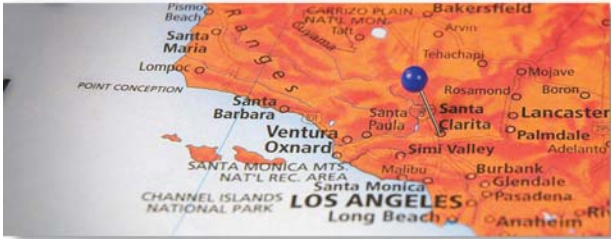
PUBLIC TRANSPORTATION

Although recent headlines trumpeted a record-setting 10% surge in Los Angeles bus and rail ridership, only 4% of 2023 Pulse Poll respondents feel local public transportation is safe.



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MOST BUSINESS-FRIENDLY CITY: **SANTA CLARITA**



MOST BUSINESS-FRIENDLY CITIES

1. Santa Clarita
2. City of Industry
3. Torrance
4. El Segundo & Long Beach

- Nearly one-fourth of respondents ranked the city of Santa Clarita the best place to do business in Los Angeles County.
- Santa Clarita pulled in approximately three times as many votes as cities ranked second, third and fourth.
- When asked what factors drove their votes for most business-friendly city, 31% of respondents said they do business there; 27% said they know people who do business there.



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LEAST BUSINESS-FRIENDLY CITY: **LOS ANGELES**



LEAST BUSINESS-FRIENDLY CITIES

1. Los Angeles
2. Santa Monica
3. Unincorporated Los Angeles County
4. West Hollywood
5. Beverly Hills & Compton

- The city of Los Angeles was ranked least business-friendly with 56% of the vote, the same share it received in the 2022 Pulse Poll.
- Santa Monica came in second place with 8% of the vote, followed closely by unincorporated portions of Los Angeles County with 7% of the vote and West Hollywood with 6% of the vote. The cities of Beverly Hills and Compton tied for fifth, each with 2% of the vote.
- When asked what factors drove their votes for least business-friendly city, 29% of respondents said they do business there; 22% of people said they know people who do business there.

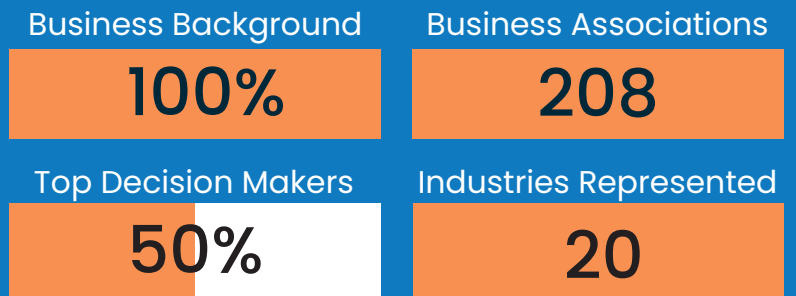


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METHODOLOGY

The Pulse Poll, now in its fifteenth year, is BizFed's largest annual data-gathering project and one of its most valuable advocacy tools. The issues and attitudes survey is crafted each year by co-chairs of BizFed's Polling & Messaging Committee, BizFed leaders with expertise in various fields and longtime BizFed partner Employers Group.

- Participants include BizFed members of more than 200 nonprofit business associations, across 20 industries.
- Pulse Poll findings reflect perspectives from 645 diverse respondents.
- Approximately half of respondents identify as owners, chief executive officers or presidents.



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TOP PARTICIPANTS

1: CalChamber

49 MEMBERS COMPLETED THE PULSE POLL



Los Angeles Area Chamber	42
Santa Clarita Valley Chamber	39
Apartment Association of Greater Los Angeles	29
Valley Industry & Commerce Association	27
Long Beach Area Chamber	24
Industry Business Council	23
Santa Clarita Valley Economic Development Corporation	22
California Business Roundtable	21
Southland Regional Association of REALTORS	20



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We thank our expert committee co-chairs for leading the charge on crafting, distributing and analyzing BizFed's 2023 Pulse Poll.

Grateful for your leadership!



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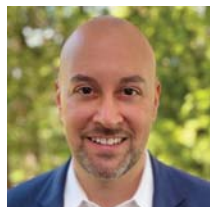
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BizFed is a massive grassroots alliance of nearly **250 business organizations** representing **420,000 employers** with **5 million employees** in Southern California.



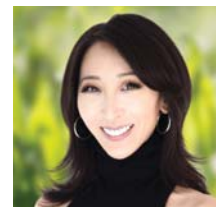
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