



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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Los Angeles, CA 90017  
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www.scag.ca.gov

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MEETING NO. 630 INCLUDING PUBLIC HEARING

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, March 4, 2021

12:30 p.m. – 2:00 p.m.

To Watch or View Only:

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<https://scag.zoom.us/j/249187052>

To Participate by Phone:

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

Meeting ID: 249 187 052

***Please see next page for detailed instructions on how to participate in the meeting.***

**PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Peter Waggoner at (213) 630-1402 or via email at [waggoner@scag.ca.gov](mailto:waggoner@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

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## Instructions for Public Comments

*You may submit public comments in two (2) ways:*

1. Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Wednesday, March 3, 2021.

All written comments received after 5pm on Wednesday, March 3, 2021 will be announced and included as part of the official record of the meeting.

2. If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. A Public Hearing will be held to consider the adoption of the Final 6<sup>th</sup> Cycle Regional Housing Needs Allocation (RHNA) Plan. For those that are attending the meeting and who want to speak at the hearing, please hold your comments until the hearing is opened. Once the public hearing is opened, you will be provided an opportunity to provide comment on the RNHA Plan.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov).

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

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1. Click the following link: <https://scag.zoom.us/j/249187052>
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3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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- 4. Hon. Alan Wapner**  
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**82. Sup. Karen Spiegel**

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**83. Hon. Steve Tye**

Diamond Bar, RC District 37

**84. Hon. Cheryl Viegas-Walker**

El Centro, RC District 1

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## REGIONAL COUNCIL AGENDA

Southern California Association of Governments  
Remote Participation Only  
**Thursday, March 4, 2021**  
**12:30 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 Rex Richardson, President)*

### **PRESENTATION**

Planning Award for the West Santa Ana Branch Light Rail  
*(Michael Kodama, Executive Director, Eco-Rapid Transit; and Sean Ashton, Board Secretary, Eco-Rapid Transit)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Wednesday, March 3, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, March 3, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes. For the public hearing identified below, the presiding officer will separately call for comment at the time of the public hearing once the hearing is opened and may establish or adjust time limits for public comment during the hearing as necessary to ensure efficient and orderly conduct of the hearing.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **12:30 PM PUBLIC HEARING**

Conduct a public hearing to consider, discuss and act on the Final 6<sup>th</sup> Cycle Regional Housing Needs Allocation (RHNA) Plan.

#### **ACTION ITEM**

1. Proposed Final 6th Cycle RHNA Allocation Plan  
*(Kome Ajise, Executive Director)*

#### **RECOMMENDED ACTION:**

Adopt Resolution 21-630-2: A resolution of the Southern California Association of Governments (SCAG) adopting the Final Housing Need Allocation Plan for the 6th cycle of the Regional Housing Needs Assessment.



**REGULAR SESSION  
ACTION ITEMS**

2. Report on RHNA Process and Consideration of Resolution  
*(Kome Ajise, Executive Director)*

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-630-3 to direct SCAG to:

1. Continue supporting local jurisdictions with their Housing Element development through Regional Early Action Planning (REAP) grant programs;
2. Engage with the California Department of Housing and Community Development (HCD) to ensure clear understanding of challenges faced by local jurisdictions and that all development opportunities are fully considered;
3. Encourage HCD to pursue activities as part of a reform committee established under Assembly Bill (AB) 101 including and holding hearings in the SCAG region and inviting participation and input from stakeholders, particularly local jurisdictions which filed appeals. This should include discussions with HCD and through other appropriate channels regarding additional opportunities for jurisdictions to meet RHNA need, including university and college student housing;
4. Work with the State Legislature to pursue legislative changes to State housing law to allow for more flexibility for housing element development and implementation; and
5. Aim to enhance communication for the Connect SoCal and RHNA plans with the county transportation commissions (CTC), policymakers and stakeholders to strengthen the integration of regional land-use, transportation/job access, economic development and housing planning and policies. This will include more clearly communicating how transit assumptions for long-range transportation planning can influence RHNA allocations, including high quality transit areas (HQTA).

3. 2021 Federal Transportation Improvement Program Adoption  
*(Sarah Jepson, Planning Director)*

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-630-1 approving the 2021 FTIP including the associated transportation conformity determination.

**CONSENT CALENDAR**

Approval Items

4. Minutes of the Meeting – February 4, 2021
5. Approval of Additional Stipend Payments
6. Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget \*



7. Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments
8. Contracts \$200,000 or Greater: Contract No. 21-015-C01, SCAG Local Demonstration Initiative
9. Contracts \$200,000 or Greater: Contract No. 21-028-C01, Safe and Resilient Streets Strategies and Mini-Grants
10. Contracts \$200,000 or Greater: Contract No. 21-032-C01, Enterprise Business Intelligence
11. Contracts \$200,000 or Greater: Contract No. 21-041-C01, Secondary Data Center Services
12. ACA 1 (Aguiar-Curry) – Voter Approval Threshold
13. SB 4 (Gonzalez) and AB 14 (Aguiar-Curry) – Broadband
14. SB 7 (Atkins) - The Jobs and Economic Improvement Through Environmental Leadership Act of 2021
15. SB 44 (Allen) - CEQA Streamlined Judicial Review: Environmental Leadership Transit Projects
16. AB 43 (Friedman) - Traffic Safety
17. SCAG Memberships and Sponsorships

### Receive and File

18. March 2021 State and Federal Legislative Update
19. CFO Monthly Report

### **BUSINESS REPORT**

*(Randall Lewis, Ex-Officio Member; Business Representative)*

### **PRESIDENT'S REPORT**

*(The Honorable Rex Richardson, President)*

### **EXECUTIVE DIRECTOR'S REPORT**

*(Kome Ajise, Executive Director)*

### **FUTURE AGENDA ITEM/S**

### **ANNOUNCEMENT/S**

### **ADJOURNMENT**



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Ma'Ayn Johnson, Regional Planner Specialist,  
(213) 236-1975, johnson@scag.ca.gov

Subject: Proposed Final 6th Cycle RHNA Allocation Plan

**RECOMMENDED ACTION:**

Adopt Resolution 21-630-2: A resolution of the Southern California Association of Governments (SCAG) adopting the Final Housing Need Allocation Plan for the 6th cycle of the Regional Housing Needs Assessment.

**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:**

*Staff issues herein for the Regional Council's review and adoption the Proposed Final Allocation Plan for the 6<sup>th</sup> cycle RHNA ("Final RHNA Allocation Plan" or "Final Plan"), which represents the projected housing need for each city and unincorporated county area in the SCAG region for the October 2021-October 2029 housing element planning period. The proposed Final RHNA Allocation Plan was developed from the Draft RHNA Allocation Plan, distributed on September 11, 2020, and revised based upon the results of the appeals process that concluded on January 25, 2021, including the final determinations made by the RHNA Subcommittee (which was designated and given authority to act as the "RHNA Appeals Board" pursuant to RHNA Subcommittee Charter), which final determinations were ratified by the RHNA Subcommittee on February 16, 2021. The Final RHNA Allocation Plan was reviewed and recommended to the CEHD Committee by the RHNA Appeals Board at its February 16, 2021 meeting. On February 23, 2021, the CEHD Committee reviewed and recommended the Final Plan for adoption by the Regional Council as part of a public hearing to be held at its March 4, 2021 meeting. Following adoption of the Resolution 21-630-2 for the Final RHNA Allocation Plan by the Regional Council, SCAG will submit the Final RHNA Allocation Plan to the California Department of Housing and Community Development (HCD) for approval.*

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**BACKGROUND:****A. Summary of 6<sup>th</sup> Cycle RHNA process**

The California Legislature developed the Regional Housing Needs Allocation (RHNA) process [codified at Government Code Section 65580 *et seq.* (the “RHNA statute”)] in 1977 to address the serious affordable housing shortage in California. Over the years, the housing element laws, including the RHNA process, have been revised to address the changing housing needs in California. As of the last revision, the Legislature has declared that:

- (a) The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.
- (b) The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.
- (c) The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government.
- (d) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.
- (e) The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs.
- (f) Designating and maintaining a supply of land and adequate sites suitable, feasible, and available for the development of housing sufficient to meet the locality’s housing need for all income levels is essential to achieving the state’s housing goals and the purposes of this article. (Cal. Govt. Code § 65580).

In accordance with the RHNA statute, SCAG has been engaged in the development of the 6th cycle RHNA Plan for the past few years. Specifically, the 6th cycle RHNA began in October 2017, when SCAG staff began surveying each of the region’s jurisdictions on its population, household, and employment projections as part of a collaborative process to develop the Integrated Growth Forecast, which would be used for all regional planning efforts including the 2020-2045 Connect SoCal Plan, or Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These surveys continued through October 2018. During this time, SCAG staff engaged in extensive communication and data sharing with each jurisdiction in the SCAG region, including in-person meetings, to ensure the highest participation in gathering local input.

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Beginning in October 2018, the RHNA Subcommittee held regular monthly meetings to discuss the RHNA process, policies, and methodology, and to provide recommended actions to the CEHD Committee. In August 2019, SCAG received its RHNA determination from HCD. HCD determined a range of housing needs totaling 1,344,740 units for the SCAG region for the projection period between June 30, 2021 and October 15, 2029. In September 2019, SCAG formally objected to the regional determination, and after review and consideration, HCD provided a final regional determination of 1,341,827 in October 2019. SCAG is required to maintain the regional total need throughout the RHNA process.

On July 22, 2019, the RHNA Subcommittee recommended the release of the proposed RHNA Allocation Methodology to the CEHD Committee. The CEHD Committee reviewed, discussed, and further recommended the proposed methodology to the Regional Council, which approved the proposed methodology for release and distribution on August 1, 2019. During the 30-day public comment period, SCAG met with interested jurisdictions and stakeholders to present the proposed methodology, answer questions, and collect input. This included four public hearings to collect verbal and written comments, which were held on August 15, 20, 22, and 27, 2019, and a public information session, which was held on August 29, 2019.

On September 25, 2019, SCAG staff held a public workshop on a Draft RHNA Methodology that was developed as a result of the comments received on the proposed RHNA Methodology. On October 7, 2019, the RHNA Subcommittee voted to recommend the Draft RHNA Methodology, following a substitute motion that changed certain aspects of the Methodology, which failed to receive a majority vote. On October 21, 2019, the CEHD Committee voted to further recommend that the Regional Council approve the Draft RHNA Methodology recommended by the RHNA Subcommittee.

SCAG staff received several requests from SCAG Regional Councilmembers and Policy Committee members in late October and early November 2019 to consider and review an alternative RHNA methodology, which was based on the methodology proposed as part of the substitute motion that failed at the October 7, 2019 RHNA Subcommittee meeting. The staff report of the recommended Draft Methodology and an analysis of the alternative Methodology were posted online on November 2, 2019. Both the recommended and alternative methodologies were presented by SCAG staff at the Regional Council on November 7, 2019. Following extensive debate and public comment, SCAG's Regional Council voted to approve the alternative methodology as the Draft RHNA Methodology on November 7, 2019, and provide it to HCD for review.

On January 13, 2020, HCD found that the Draft RHNA Methodology furthers the five statutory objectives of RHNA. On March 5, 2020, again following extensive debate and public comment, the Regional Council voted to approve the Draft RHNA Methodology as the Final RHNA Methodology. Following the adoption of the Final RHNA Methodology, the Regional Council decided to delay full adoption of Connect SoCal for 120 days in order to assess the impacts of the COVID-19 pandemic on



the Connect SoCal growth forecast. SCAG adopted Connect SoCal on September 3, 2020, including its growth forecast. SCAG released its Draft RHNA allocations to local jurisdictions on or about September 11, 2020.

The Regional Council adopted the 6<sup>th</sup> Cycle Appeals Procedures (“Appeals Procedures”) on May 7, 2020 (updated September 3, 2020). The Appeals Procedures outlines the procedures and bases for an appeal and was provided to all jurisdictions and posted on SCAG’s website. The period to file appeals commenced on September 11, 2020 and per State housing law, local jurisdictions and HCD were permitted to file appeals until October 26, 2020.

Fifty-two (52) appeals were filed by jurisdictions with respect to forty-nine (49) jurisdictions’ RHNA allocations by the October 26, 2020 deadline. Of the appeals filed, two were withdrawn at the request of the jurisdictions who filed them (City of West Hollywood and City of Calipatria). A public hearing was held over eight sessions scheduled on January 6, 8, 11, 13, 15, 19, 22, and 25, at which the RHNA Appeals Board heard appeals filed on forty-seven (47) jurisdictions and made decisions to approve, partially approve, or deny the appeals. Of the appeals reviewed, RHNA Appeals Board granted two partial appeals (1) The County of Riverside was granted a 215 unit reduction and (2) the City of Pico Rivera was granted 2,917 unit reduction for the reasons stated in the final written determinations for those appeals. As provided in the RHNA statute and the adopted Appeals Procedures, the successfully appealed units must be proportionally reallocated back to the SCAG region. As provided in the adopted RHNA Subcommittee Charter and adopted Appeals Procedures, the RHNA Appeals Board was delegated by the Regional Council to review and make the final decisions regarding appeals. The final determinations on the appeals made by the RHNA Subcommittee are final and are not subject to any further review of the CEHD Committee or the Regional Council. The RHNA Appeals Board ratified their final written determinations on the appeals at its February 16, 2021 meeting.

Per Government Code Section 65584.05(f), the total number of successfully appealed units, or 3,132 units resulting from the final determinations for the appeals filed by the City of Pico Rivera and Riverside County, have been reallocated proportionally back to the region. Per the adopted RHNA Appeals Guidelines, proportional distribution is based on the share of regional need after the appeals are determined and prior to the required redistribution. Below is a sample calculation of how this was applied to determine a jurisdiction’s total proposed final RHNA allocation.

Example City: City A (no appeal granted)

Draft RHNA allocation	4,275 units
Share of regional draft RHNA allocation (percentage)	0.32%
Formula to determine share of regional distribution	0.32% x 3,132 units
Share of regional redistribution (units)	=10 units



Additionally, SCAG is required to maintain the regional determination of 1,341,827 by each of the four RHNA income categories. Due to differences among SCAG counties for income category thresholds, a normalization adjustment was applied to the proposed final RHNA allocation for the region to ensure that the income categories by county maintained the regional income categories. While some adjustments were made from this normalization procedure, this application is consistent with the adopted RHNA Methodology and was also used to calculate the draft RHNA allocation.

**B. Summary of 6<sup>th</sup> Cycle Proposed Final RHNA**

Pursuant to Government Code Section 65584.05(g), SCAG is required to adopt a Final RHNA Allocation Plan which fully allocates the regional share of statewide housing need and has taken into account all appeals.

Staff has developed the proposed Final RHNA Allocation Plan, which represents the proposed regional total housing need and its allocation by income category, for all the cities and unincorporated counties (see attachment). According to the proposed Final RHNA Allocation Plan, the regional total housing need for the projection period between June 30, 2021 and October 15, 2029 is 1,341,827 units, which is the same total as the regional determination provided by HCD in October 2019. The proposed Final RHNA Allocation Plan is also consistent with the number of units for each income category as identified by HCD in their regional determination.

The proposed Final RHNA Allocation Plan has been developed by SCAG staff based on the final determinations rendered by the RHNA Subcommittee’s in considering the appeals filed and the required reallocation of successfully appealed units. The Final RHNA Allocation Plan was reviewed and recommended to the CEHD Committee by the RHNA Appeals Board at its February 16, 2021 meeting. On February 23, 2021, the CEHD Committee reviewed and recommended the Final Plan for adoption by the Regional Council as part of a public hearing to be held at its March 4, 2021 meeting.

Following adoption of the Resolution 21-630-2 for the Final RHNA Allocation Plan by the Regional Council, SCAG will submit the Final Plan to HCD. HCD will review the Final RHNA Allocation Plan and



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determine within 30 days its consistency with the existing and projected housing need for the region.

Once the Final RHNA Allocation Plan is adopted by SCAG, jurisdictions in the SCAG region must complete and adopt their local housing element update based on respective comments and findings by HCD. The deadline for the jurisdictions to adopt their 6<sup>th</sup> cycle local housing element is October 15, 2021.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2020-21 Overall Work Program (300-4872.02: Regional Housing Needs Assessment).

**ATTACHMENT(S):**

1. Proposed Final Allocation Plan
2. Resolution No. 21-630-2
3. 6th cycle RHNA Timeline

**SCAG 6TH CYCLE PROPOSED FINAL RHNA ALLOCATION**

2/5/21

**ALLOCATION BY COUNTY**

	Total	Very-low income	Low income	Moderate income	Above moderate income
Imperial	15,993	4,671	2,357	2,198	6,767
Los Angeles	812,060	217,273	123,022	131,381	340,384
Orange	183,861	46,416	29,242	32,546	75,657
Riverside	167,351	41,995	26,473	29,167	69,716
San Bernardino	138,110	35,667	21,903	24,140	56,400
Ventura	24,452	5,774	3,810	4,525	10,343
<b>TOTAL</b>	<b>1,341,827</b>	<b>351,796</b>	<b>206,807</b>	<b>223,957</b>	<b>559,267</b>

**ALLOCATION BY Regional Early Action Planning (REAP) SUBREGIONS**

REAP Subregion	Total	Very-low income	Low income	Moderate income	Above moderate income
CVAG	31,619	6,204	4,664	5,561	15,190
Gateway Cities COG	71,678	20,029	10,391	10,822	30,436
Imperial County	15,993	4,671	2,357	2,198	6,767
Las Virgenes-Malibu COG	933	362	199	183	189
Los Angeles City	456,643	115,978	68,743	75,091	196,831
North Los Angeles County	15,663	4,001	2,129	2,332	7,201
Orange County COG	183,861	46,416	29,242	32,546	75,657
San Bernardino COG/SBCTA	138,110	35,667	21,903	24,140	56,400
San Fernando Valley COG	34,023	9,850	5,588	5,614	12,971
San Gabriel Valley COG	89,616	25,208	13,400	14,074	36,934
South Bay Cities COG	34,179	10,221	5,236	5,539	13,183
Uninc. Los Angeles County	90,052	25,648	13,691	14,180	36,533
Uninc. Riverside County	40,647	10,371	6,627	7,347	16,302
Ventura COG	24,452	5,774	3,810	4,525	10,343
Westside Cities COG	19,273	5,976	3,645	3,546	6,106
Western Riverside COG	95,085	25,420	15,182	16,259	38,224

**ALLOCATION BY LOCAL JURISDICTION**

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above- moderate income
Imperial	Brawley city	1426	399	210	202	615
Imperial	Calexico city	4868	1279	655	614	2320
Imperial	Calipatria city	151	36	21	16	78
Imperial	El Centro city	3442	1001	490	462	1489
Imperial	Holtville city	171	41	33	26	71

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)

SCAG 6TH CYCLE DRAFT RHNA ALLOCATION BASED ON RC-APPROVED FINAL RHNA METHODOLOGY

ALLOCATION BY LOCAL JURISDICTION

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above-moderate income
Imperial	Imperial city	1601	704	346	294	257
Imperial	Unincorporated Imp	4301	1203	596	580	1922
Imperial	Westmorland city	33	8	6	4	15
Los Angeles	Agoura Hills city	318	127	72	55	64
Los Angeles	Alhambra city	6825	1774	1036	1079	2936
Los Angeles	Arcadia city	3214	1102	570	605	937
Los Angeles	Artesia city	1069	312	168	128	461
Los Angeles	Avalon city	27	8	5	3	11
Los Angeles	Azusa city	2651	760	368	382	1141
Los Angeles	Baldwin Park city	2001	576	275	263	887
Los Angeles	Bell city	229	43	24	29	133
Los Angeles	Bell Gardens city	503	100	29	72	302
Los Angeles	Bellflower city	3735	1015	488	553	1679
Los Angeles	Beverly Hills city	3104	1008	680	602	814
Los Angeles	Bradbury city	41	16	9	9	7
Los Angeles	Burbank city	8772	2553	1418	1409	3392
Los Angeles	Calabasas city	354	132	71	70	81
Los Angeles	Carson city	5618	1770	913	875	2060
Los Angeles	Cerritos city	1908	679	345	332	552
Los Angeles	Claremont city	1711	556	310	297	548
Los Angeles	Commerce city	247	55	22	39	131
Los Angeles	Compton city	1004	235	121	131	517
Los Angeles	Covina city	1910	614	268	281	747
Los Angeles	Cudahy city	393	80	36	53	224
Los Angeles	Culver City city	3341	1108	604	560	1069
Los Angeles	Diamond Bar city	2521	844	434	437	806
Los Angeles	Downey city	6525	2079	946	915	2585
Los Angeles	Duarte city	888	269	145	137	337
Los Angeles	El Monte city	8502	1797	853	1233	4619
Los Angeles	El Segundo city	492	189	88	84	131
Los Angeles	Gardena city	5735	1485	761	894	2595
Los Angeles	Glendale city	13425	3439	2163	2249	5574
Los Angeles	Glendora city	2276	735	386	388	767
Los Angeles	Hawaiian Gardens ci	331	61	44	46	180
Los Angeles	Hawthorne city	1734	445	204	249	836
Los Angeles	Hermosa Beach city	558	232	127	106	93
Los Angeles	Hidden Hills city	40	17	8	9	6
Los Angeles	Huntington Park city	1605	264	196	243	902
Los Angeles	Industry city	17	6	4	2	5
Los Angeles	Inglewood city	7439	1813	955	1112	3559
Los Angeles	Irwindale city	119	36	11	17	55
Los Angeles	La Cañada Flintridge	612	252	135	139	86

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)

SCAG 6TH CYCLE DRAFT RHNA ALLOCATION BASED ON RC-APPROVED FINAL RHNA METHODOLOGY

ALLOCATION BY LOCAL JURISDICTION

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above-moderate income
Los Angeles	La Habra Heights city	172	78	35	31	28
Los Angeles	La Mirada city	1962	634	342	320	666
Los Angeles	La Puente city	1929	544	275	275	835
Los Angeles	La Verne city	1346	414	239	223	470
Los Angeles	Lakewood city	3922	1296	637	653	1336
Los Angeles	Lancaster city	9023	2224	1194	1328	4277
Los Angeles	Lawndale city	2497	732	311	371	1083
Los Angeles	Lomita city	829	239	124	128	338
Los Angeles	Long Beach city	26502	7141	4047	4158	11156
Los Angeles	Los Angeles city	456643	115978	68743	75091	196831
Los Angeles	Lynwood city	1558	377	139	235	807
Los Angeles	Malibu city	79	28	19	17	15
Los Angeles	Manhattan Beach cit	774	322	165	155	132
Los Angeles	Maywood city	365	55	47	55	208
Los Angeles	Monrovia city	1670	519	262	254	635
Los Angeles	Montebello city	5186	1314	707	777	2388
Los Angeles	Monterey Park city	5257	1324	822	848	2263
Los Angeles	Norwalk city	5034	1546	759	658	2071
Los Angeles	Palmdale city	6640	1777	935	1004	2924
Los Angeles	Palos Verdes Estates	199	82	44	48	25
Los Angeles	Paramount city	364	92	43	48	181
Los Angeles	Pasadena city	9429	2747	1662	1565	3455
Los Angeles	Pico Rivera city	1024	299	146	149	430
Los Angeles	Pomona city	10558	2799	1339	1510	4910
Los Angeles	Rancho Palos Verdes	639	253	139	125	122
Los Angeles	Redondo Beach city	2490	936	508	490	556
Los Angeles	Rolling Hills city	45	20	9	11	5
Los Angeles	Rolling Hills Estates c	191	82	42	38	29
Los Angeles	Rosemead city	4612	1154	638	686	2134
Los Angeles	San Dimas city	1248	384	220	206	438
Los Angeles	San Fernando city	1795	461	273	284	777
Los Angeles	San Gabriel city	3023	846	415	466	1296
Los Angeles	San Marino city	397	149	91	91	66
Los Angeles	Santa Clarita city	10031	3397	1734	1672	3228
Los Angeles	Santa Fe Springs city	952	253	159	152	388
Los Angeles	Santa Monica city	8895	2794	1672	1702	2727
Los Angeles	Sierra Madre city	204	79	39	35	51
Los Angeles	Signal Hill city	517	161	78	90	188
Los Angeles	South El Monte city	577	131	64	70	312
Los Angeles	South Gate city	8282	2136	994	1173	3979
Los Angeles	South Pasadena city	2067	757	398	334	578
Los Angeles	Temple City city	2186	630	350	369	837

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)

SCAG 6TH CYCLE DRAFT RHNA ALLOCATION BASED ON RC-APPROVED FINAL RHNA METHODOLOGY

ALLOCATION BY LOCAL JURISDICTION

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above-moderate income
Los Angeles	Torrance city	4939	1621	846	853	1619
Los Angeles	Unincorporated Los	90052	25648	13691	14180	36533
Los Angeles	Vernon city	9	5	4	0	0
Los Angeles	Walnut city	1293	427	225	231	410
Los Angeles	West Covina city	5346	1653	850	865	1978
Los Angeles	West Hollywood city	3933	1066	689	682	1496
Los Angeles	Westlake Village city	142	58	29	32	23
Los Angeles	Whittier city	3439	1025	537	556	1321
Orange	Aliso Viejo city	1195	390	214	205	386
Orange	Anaheim city	17453	3767	2397	2945	8344
Orange	Brea city	2365	669	393	403	900
Orange	Buena Park city	8919	2119	1343	1573	3884
Orange	Costa Mesa city	11760	2919	1794	2088	4959
Orange	Cypress city	3936	1150	657	623	1506
Orange	Dana Point city	530	147	84	101	198
Orange	Fountain Valley city	4839	1307	786	834	1912
Orange	Fullerton city	13209	3198	1989	2271	5751
Orange	Garden Grove city	19168	4166	2801	3211	8990
Orange	Huntington Beach ci	13368	3661	2184	2308	5215
Orange	Irvine city	23610	6396	4235	4308	8671
Orange	La Habra city	804	192	116	130	366
Orange	La Palma city	802	224	140	137	301
Orange	Laguna Beach city	394	118	80	79	117
Orange	Laguna Hills city	1985	568	353	354	710
Orange	Laguna Niguel city	1207	348	202	223	434
Orange	Laguna Woods city	997	127	136	192	542
Orange	Lake Forest city	3236	956	543	559	1178
Orange	Los Alamitos city	769	194	119	145	311
Orange	Mission Viejo city	2217	674	401	397	745
Orange	Newport Beach city	4845	1456	930	1050	1409
Orange	Orange city	3936	1067	604	677	1588
Orange	Placentia city	4374	1231	680	770	1693
Orange	Rancho Santa Marga	680	209	120	125	226
Orange	San Clemente city	982	282	164	188	348
Orange	San Juan Capistrano	1054	270	173	183	428
Orange	Santa Ana city	3095	586	362	523	1624
Orange	Seal Beach city	1243	258	201	239	545
Orange	Stanton city	1231	165	145	231	690
Orange	Tustin city	6782	1724	1046	1132	2880
Orange	Unincorporated Ora	10406	3139	1866	2040	3361
Orange	Villa Park city	296	93	60	61	82
Orange	Westminster city	9759	1881	1473	1784	4621

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)

SCAG 6TH CYCLE DRAFT RHNA ALLOCATION BASED ON RC-APPROVED FINAL RHNA METHODOLOGY

ALLOCATION BY LOCAL JURISDICTION

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above-moderate income
Orange	Yorba Linda city	2415	765	451	457	742
Riverside	Banning city	1673	317	193	280	883
Riverside	Beaumont city	4210	1229	721	723	1537
Riverside	Blythe city	494	82	71	96	245
Riverside	Calimesa city	2017	495	275	379	868
Riverside	Canyon Lake city	129	43	24	24	38
Riverside	Cathedral City city	2549	540	353	457	1199
Riverside	Coachella city	7886	1033	999	1367	4487
Riverside	Corona city	6088	1752	1040	1096	2200
Riverside	Desert Hot Springs c	3873	569	535	688	2081
Riverside	Eastvale City	3028	1145	672	635	576
Riverside	Hemet city	6466	812	732	1174	3748
Riverside	Indian Wells city	382	117	81	91	93
Riverside	Indio city	7812	1793	1170	1315	3534
Riverside	Jurupa Valley City	4497	1207	749	731	1810
Riverside	La Quinta city	1530	420	269	297	544
Riverside	Lake Elsinore city	6681	1878	1099	1134	2570
Riverside	Menifee city	6609	1761	1051	1106	2691
Riverside	Moreno Valley city	13627	3779	2051	2165	5632
Riverside	Murrieta city	3043	1009	583	545	906
Riverside	Norco city	454	145	85	82	142
Riverside	Palm Desert city	2790	675	460	461	1194
Riverside	Palm Springs city	2557	545	408	461	1143
Riverside	Perris city	7805	2030	1127	1274	3374
Riverside	Rancho Mirage city	1746	430	318	328	670
Riverside	Riverside city	18458	4861	3064	3139	7394
Riverside	San Jacinto city	3392	800	465	560	1567
Riverside	Temecula city	4193	1359	801	778	1255
Riverside	Unincorporated Rive	40647	10371	6627	7347	16302
Riverside	Wildomar city	2715	798	450	434	1033
San Bernardino	Adelanto city	3763	394	566	651	2152
San Bernardino	Apple Valley town	4290	1086	600	747	1857
San Bernardino	Barstow city	1520	172	228	300	820
San Bernardino	Big Bear Lake city	212	50	33	37	92
San Bernardino	Chino city	6978	2113	1284	1203	2378
San Bernardino	Chino Hills city	3729	1388	821	789	731
San Bernardino	Colton city	5434	1318	668	906	2542
San Bernardino	Fontana city	17519	5109	2950	3035	6425
San Bernardino	Grand Terrace city	630	189	92	106	243
San Bernardino	Hesperia city	8155	1921	1231	1409	3594
San Bernardino	Highland city	2513	619	409	471	1014
San Bernardino	Loma Linda city	2051	523	311	352	865

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)

SCAG 6TH CYCLE DRAFT RHNA ALLOCATION BASED ON RC-APPROVED FINAL RHNA METHODOLOGY

ALLOCATION BY LOCAL JURISDICTION

County	Jurisdiction	Total	Very-low income	Low income	Moderate income	Above-moderate income
San Bernardino	Montclair city	2593	698	383	399	1113
San Bernardino	Needles city	87	10	11	16	50
San Bernardino	Ontario city	20854	5640	3286	3329	8599
San Bernardino	Rancho Cucamonga	10525	3245	1920	2038	3322
San Bernardino	Redlands city	3516	967	615	652	1282
San Bernardino	Rialto city	8272	2218	1206	1371	3477
San Bernardino	San Bernardino city	8123	1415	1097	1448	4163
San Bernardino	Twentynine Palms ci	1047	231	127	185	504
San Bernardino	Unincorporated San	8832	2179	1360	1523	3770
San Bernardino	Upland city	5686	1584	959	1013	2130
San Bernardino	Victorville city	8165	1735	1136	1504	3790
San Bernardino	Yucaipa city	2866	708	493	511	1154
San Bernardino	Yucca Valley town	750	155	117	145	333
Ventura	Camarillo city	1376	353	244	271	508
Ventura	Fillmore city	415	73	61	72	209
Ventura	Moorpark city	1289	377	233	245	434
Ventura	Ojai city	53	13	9	10	21
Ventura	Oxnard city	8549	1840	1071	1538	4100
Ventura	Port Hueneme city	125	26	16	18	65
Ventura	San Buenaventura (V)	5312	1187	865	950	2310
Ventura	Santa Paula city	657	102	99	121	335
Ventura	Simi Valley city	2793	749	493	518	1033
Ventura	Thousand Oaks city	2621	735	494	532	860
Ventura	Unincorporated Ven	1262	319	225	250	468

Attachment: Proposed Final Allocation Plan (Proposed Final 6th Cycle RHNA Allocation Plan)



RESOLUTION NO. 21-630-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ADOPTING THE FINAL HOUSING NEED ALLOCATION PLAN FOR THE 6TH CYCLE OF THE REGIONAL HOUSING NEEDS ASSESSMENT

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 Rex Richardson, Long Beach
First Vice President Clint Lorimore, Eastvale
Second Vice President Jan C. Harnik, Riverside County Transportation Commission
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Rex Richardson, Long Beach
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura; and

WHEREAS, as the region's council of governments, SCAG is responsible for allocating the state-determined regional housing need to all local jurisdictions within the SCAG region in accordance with state housing law, a process known as the development of the Regional Housing Needs Assessment (RHNA); and

WHEREAS, SCAG staff commenced work on the 6th cycle RHNA on or about October 2017, whereby SCAG staff began surveying each of the region's jurisdictions on its population, household, and employment projections as part of a collaborative process to develop the Integrated Growth Forecast which would be used for all regional planning efforts, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal); and

WHEREAS, on March 19, 2019, SCAG distributed a packet of methodology surveys, which included the local planning factor survey (formerly known as the "AB 2158 factor survey"), Affirmatively Furthering Fair Housing (AFFH) survey, and replacement need survey, to SCAG jurisdictions' Community Development Directors. Surveys were due on April 30, 2019. SCAG reviewed all submitted responses as part of the development of the draft RHNA methodology; and

WHEREAS, on or about June 20, 2019, SCAG submitted a consultation package for the 6th Cycle RHNA to HCD, and on or about August 22, 2019, SCAG received its RHNA determination from HCD. HCD determined a minimum regional housing need determination of 1,344,740 total units among four income categories for the SCAG region for 2021-2029; and

WHEREAS, on or about September 18, 2019, SCAG submitted its objection to HCD's RHNA determination. SCAG objected primarily on the grounds that (1) HCD did not base its determination on SCAG's Connect SoCal growth forecast; (2) HCD compared household overcrowding and cost-burden rates in the SCAG region to national averages rather than to rates in comparable regions; and (3) HCD used unrealistic comparison points to evaluate healthy market vacancy. SCAG proposed an alternative RHNA determination of 823,808 units; and

Attachment: Resolution No. 21-630-2 (Proposed Final 6th Cycle RHNA Allocation Plan)

**WHEREAS**, On or about October 15, 2019, after consideration of SCAG’s objection, HCD issued its Final RHNA determination of a minimum of 1,341,827 total units among four income categories for the 6<sup>th</sup> cycle period of 2021-2029; and

**WHEREAS**, SCAG is required to adopt a final RHNA that allocates among all six counties and 191 cities within the region a total regional housing need at or above the minimum total units which is proportional to applicable income category percentages; and

**WHEREAS**, SCAG's Regional Council delegated to the SCAG RHNA Subcommittee, whose members are comprised of elected officials from each of the respective six (6) counties within the SCAG region, the authority to provide policy direction throughout the 6th cycle RHNA process and to provide recommendations to the SCAG Community Economic and Human Development (CEHD) Committee; and

**WHEREAS**, on November 7, 2019, following review by the RHNA Subcommittee and the CEHD Committee as well as following the receipt of public input as part of public hearings, the Regional Council adopted the Draft RHNA Allocation Methodology; and

**WHEREAS**, on January 13, 2020, HCD found that the Draft RHNA Methodology furthers the five statutory objectives of RHNA. On March 5, 2020, again following extensive debate and public comment, the Regional Council voted to approve the Draft RHNA Methodology as the Final RHNA Methodology; and

**WHEREAS**, in approving SCAG’s Draft RHNA Methodology, HCD acknowledged SCAG’s separation of the total regional determination into “projected need” (504,970 units) and “existing need” (836,857 units), as well as SCAG’s underlying calculation, and found that “the draft SCAG RHNA methodology furthers the five statutory objectives of RHNA”; and

**WHEREAS**, following the adoption of the Final RHNA Methodology, the Regional Council decided to delay full adoption of Connect SoCal for 120 days in order to assess the impacts of the COVID-19 pandemic on the Connect SoCal growth forecast; and

**WHEREAS**, the Regional Council determined that COVID-19 does not appear to have long-range impacts, and SCAG adopted Connect SoCal on September 3, 2020, including its growth forecast and the sustainable communities strategy (SCS); and

**WHEREAS**, the development pattern in the SCS in Connect SoCal addresses entitled projects; land use designations; and priority growth areas (PGAs), including Transit Priority Areas (TPAs), 2045 High Quality Transit Areas (HQTAs), livable corridors, neighborhood mobility areas (NMAs), incorporated areas, job centers, and spheres of influence which together would accommodate 95% of the growth until 2045; and

**WHEREAS**, the development pattern allows for balancing competing factors to encourage and promote, but not exclusively limit, development in proximity to transit and jobs and avoid, but not prohibit, development in areas that are variably constrained as identified in the SCS; and

**WHEREAS**, the development pattern reflects the strategies and policies contained in Connect SoCal; and

**WHEREAS**, on October 30, 2020, the California Air Resources Board accepted SCAG’s determination that the SCS would, when implemented, meet the greenhouse gas targets for the SCAG region; and

**WHEREAS**, on or about September 11, 2020, SCAG distributed the 6th cycle Draft Regional Housing Need Allocation Plan (Draft RHNA Allocation Plan). The Draft RHNA Allocation Plan allocated HCD’s determination of total regional housing need of 1,341,827 total units and identified existing and future housing needs in all 191 cities and six counties in the SCAG region for the applicable planning period; and

**WHEREAS**, the RHNA Subcommittee was designated by the Regional Council as the “RHNA Appeals Board.” Pursuant to the adopted RHNA Subcommittee Charter and adopted Appeals Procedures, the Regional Council delegated to the RHNA Appeals Board all authority to review and make the final determination regarding appeals; and

**WHEREAS**, the RHNA Appeals Board reviewed, discussed and considered the fifty-two (52) appeals that were filed by jurisdictions on the draft RHNA allocations of forty-nine (49) jurisdictions by the October 26, 2020 deadline. Of the appeals filed, two were withdrawn at the request of the jurisdictions who filed them (City of West Hollywood and City of Calipatria). Over the eight public hearing sessions scheduled on January 6, 8, 11, 13, 15, 19, 22, and 25, the RHNA Appeals Board heard appeals filed on forty-seven (47) jurisdictions and made decisions to approve, partially approve, or deny the request.; and

**WHEREAS**, of the appeals reviewed, RHNA Appeals Board granted two partial approvals. The County of Riverside was granted a 215 unit reduction and the City of Pico Rivera was granted a 2,917 unit reduction. Pursuant to State housing law and the adopted Appeals Procedures, the successfully appealed units were proportionally reallocated back to the SCAG region and have been incorporated in the Final RHNA Allocation Plan; and

**WHEREAS**, the final determinations of the appeals were ratified by the Appeals Board on February 16, 2021; and

**WHEREAS**, the Final RHNA Allocation Plan allocates both “projected need” and “existing need” in a manner that is consistent with the development pattern; and

**WHEREAS**, the 6th cycle RHNA does not change the population growth forecast from Connect SoCal for 2029 (end of the RHNA period) or for any other year, including 2035, for which Connect SoCal is required to meet the GHG target for the region; and

**WHEREAS**, the RHNA methodology for “existing need” promotes an efficient development pattern in utilizing public transit, reducing commute distance and contribute to further reduce per capita greenhouse gas emissions. Accordingly, the total allocation for regional housing need (“existing need” and “projected need”) is aligned with the strategies and policies underlying the development pattern in the Connect SoCal, and the RHNA allocation methodology is consistent with meeting the region’s GHG emissions target; and

**WHEREAS**, the proposed Final RHNA Allocation Plan was issued and presented to SCAG’s CEHD Committee on February 23, 2021, which took action to recommend that the Regional Council adopt the proposed Final RHNA Allocation Plan; and

**WHEREAS**, in accordance with Government Code Section 65584.05(g), the Regional Council must adopt the Final RHNA Allocation Plan at a public hearing. Notice of a public hearing regarding the Regional Council’s consideration of the adoption of the Final RHNA Allocation Plan was properly posted on or about February 19, 2021. The Regional Council held the required public hearing on March 4, 2021.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council finds and determines that the above recitals are true and correct, and together with the SCAG’s written staff report (Staff Report), staff’s related oral presentation and public testimony received as part of the public hearing on March 4, 2021, serve as the basis, in part, for the actions of the Regional Council set forth in this Resolution.
2. The Regional Council finds that the Final RHNA Allocation Plan maintains the total regional housing need by income category, as determined by HCD, and that each jurisdiction received an allocation of units for low- and very low-income households.
3. The Regional Council finds that the Final RHNA Allocation Plan is consistent with the SCS in Connect SoCal and that the Final RHNA Allocation Plan allocates housing units within the region consistent with the development pattern included in the SCS.
4. The Regional Council finds that the Final RHNA Allocation plan furthers the following objectives set forth in Government Code Section 65584(d):
  - (1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households.
  - (2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

(3) Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

(4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

(5) Affirmatively furthering fair housing.

5. The Regional Board finds that the Final RHNA Allocation Plan takes into account the information provided by jurisdictions, HCD, and the public via the various public meeting and consultation processes, in that the information received was reviewed and considered by SCAG as part of the development of the Integrated Growth Forecast, the Final Allocation Methodology, the Draft RHNA and the Final RHNA.
6. The Regional Council hereby adopts the Final RHNA Allocation Plan in substantially the same form as included with the Staff Report and attached herein for reference purposes.
7. By adoption of the Final RHNA Allocation Plan, the Regional Council directs staff to submit a copy of the Final RHNA Allocation Plan, this resolution and other pertinent documentation to HCD for review and approval in accordance with state law.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting this 4th day of March, 2021.

[SIGNATURES ON FOLLOWING PAGE]

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Rex Richardson  
President, SCAG  
Vice Mayor, City of Long Beach

Attested by:

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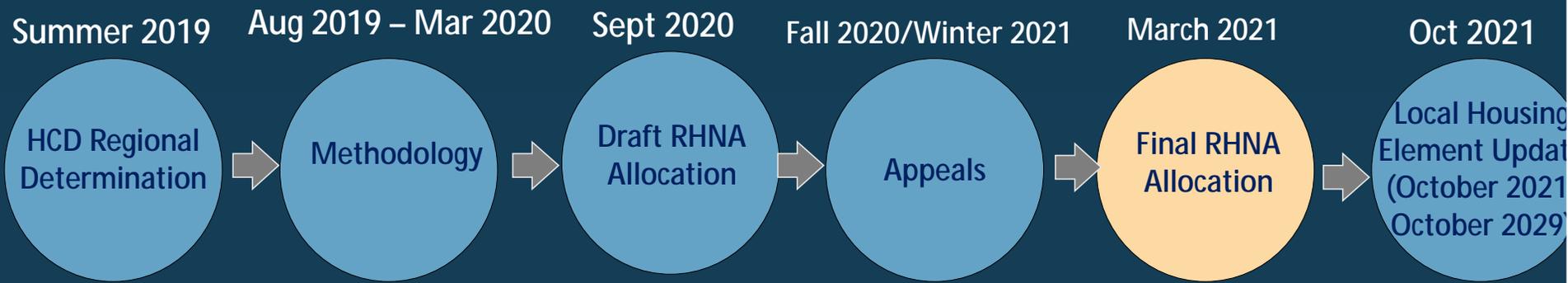
Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

# 6<sup>th</sup> Cycle RHNA Timeline



Attachment: 6th cycle RHNA Timeline (Proposed Final 6th Cycle RHNA Allocation Plan)



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Ma'Ayn Johnson, Regional Planner Specialist,  
(213) 236-1975, johnson@scag.ca.gov

Subject: Report on RHNA Process and Consideration of Resolution

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-630-3 to direct SCAG to:

1. Continue supporting local jurisdictions with their Housing Element development through Regional Early Action Planning (REAP) grant programs;
2. Engage with the California Department of Housing and Community Development (HCD) to ensure clear understanding of challenges faced by local jurisdictions and that all development opportunities are fully considered;
3. Encourage HCD to pursue activities as part of a reform committee established under Assembly Bill (AB) 101 including and holding hearings in the SCAG region and inviting participation and input from stakeholders, particularly local jurisdictions which filed appeals. This should include discussions with HCD and through other appropriate channels regarding additional opportunities for jurisdictions to meet RHNA need, including university and college student housing;
4. Work with the State Legislature to pursue legislative changes to State housing law to allow for more flexibility for housing element development and implementation; and
5. Aim to enhance communication for the Connect SoCal and RHNA plans with the county transportation commissions (CTC), policymakers and stakeholders to strengthen the integration of regional land-use, transportation/job access, economic development and housing planning and policies. This will include more clearly communicating how transit assumptions for long-range transportation planning can influence RHNA allocations, including high quality transit areas (HQTAs).

**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.

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

**EXECUTIVE SUMMARY:**

***At the request of the RHNA Subcommittee/RHNA Appeals Board Chair, SCAG staff has developed a resolution highlighting some of the concerns raised during the 6<sup>th</sup> cycle RHNA Appeals and providing direction on next steps for SCAG to pursue to improve upon the RHNA process and support local jurisdictions in updating their housing elements to meet their 6<sup>th</sup> cycle RHNA allocation. Resolution No. 21-630-3 was recommended by the RHNA Subcommittee/RHNA Appeals Board and the CEHD Committee for adoption by the Regional Council on March 4, 2021.***

**BACKGROUND:**

The 6<sup>th</sup> cycle Regional Housing Needs Allocation (RHNA), which covers the planning period between October 2021 through October 2029, is a complex process to determine housing need for each individual jurisdiction in the SCAG region. Several issues have been raised during the RHNA process, particularly during the Appeals process, and elected officials, jurisdictions, and stakeholders have shared concerns and potential strategies to address these issues.

To address these issues and explore various strategies, at the request of the RHNA Subcommittee/RHNA Appeals Board Chair, SCAG staff has developed a draft resolution on how these issues should be addressed:

1. Continue supporting local jurisdictions with their Housing Element development through Regional Early Action Planning (REAP) grant programs

Several programs are currently underway through SCAG's REAP program to support the acceleration of housing production at the subregional and local level. A total of \$23 million has been set aside to fund projects at the subregional partner level to support housing element preparation and implementation by local jurisdictions, and other related activities. Allocation of funding is determined by the RHNA allocation. In addition, data platforms and other technical assistance will continue to be developed to assist local jurisdictions to update housing elements and related housing planning efforts to meet their 6<sup>th</sup> cycle RHNA allocation.

2. Engage with the California Department of Housing and Community Development (HCD) to ensure clear understanding of challenges faced by local jurisdictions and that all development opportunities are fully considered

Given land-use constraints and the scale of additional growth many jurisdictions must plan to accommodate, the region will only be successful in meeting its housing planning obligations if new and innovative approaches for accommodating growth are fully considered by HCD in exercising its discretion in the site identification process. Through the administrative process, SCAG will collaborate with HCD and local jurisdictions to assess the production potential of innovative solutions and maximize opportunities for inclusion in site inventories. Several SCAG

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studies are currently underway, including an ADU assessment, to ensure that regional context and data inform local planning assumptions. Other ways to address local constraints include certifying HCD-pre-approved data sets that can be used as part of the site identification process as part of a streamlined review of sites, similar to the current pre-approved housing need data sets, while still meeting the requirements of State housing law. SCAG will continue to work with HCD to ensure other innovations in housing planning and programs are fully considered.

3. Encourage HCD to pursue activities as part of a reform committee established under Assembly Bill 101 (AB 101) including and holding hearings in the SCAG region and inviting participation and input from stakeholders, particularly local jurisdictions which filed appeals. This should include discussions with HCD and through other appropriate channels regarding additional opportunities for jurisdictions to meet RHNA need, including university and college student housing.

SCAG will engage HCD to discuss the complex challenges faced by local jurisdictions and pursue activities as part of a reform committee established by AB 101. AB 101 requires HCD to collaborate with the Office of Planning and Research (OPR) to develop a recommended improved RHNA process and methodology that “promotes and streamlines housing development and substantially addresses California’s housing shortage” by December 31, 2022. As part of this process, HCD is required to engage in stakeholder participation. During the appeals process, it was clear that many local jurisdictions are frustrated by the RHNA process and the limited ability for SCAG under the RHNA statutes to consider the unique constraints of each jurisdiction such as wildfire, coastal, and other high risk zones and as well as economic development issues, i.e., one size does not fit all. Furthermore, it was suggested that the bases for appeal were too limited. These jurisdictions should have the opportunity to raise their issues with HCD. SCAG will encourage HCD to hold hearings related to reform in the SCAG region.

Additionally, SCAG will promote discussions with HCD and through other appropriate channels to identify additional opportunities for jurisdictions to find suitable sites to meet RHNA need. This can be coordinated through the facilitation of discussions with HCD to maximize housing site identification on an administrative level and should include a discussion of university and college student housing.

4. Work with the State Legislature to pursue legislative changes to State housing law to allow for more flexibility for housing element development and implementation

Based on concerns raised during the 6<sup>th</sup> cycle RHNA, SCAG staff will work with the State Legislature to pursue legislative changes to State housing law. Issues raised include trade and transfer of RHNA units, extending deadlines, and RHNA methodology and appeal constraints.

5. Aim to enhance communication with the county transportation commissions (CTC), policymakers and stakeholders with respect to Connect SoCal and the RHNA process to strengthen the integration of regional land-use, transportation/job access, economic development and housing planning and policies.

Based on concerns raised during the RHNA Appeals, SCAG seeks to improve communication with the CTCs regarding Connect SoCal and the RHNA process. This will include more clearly communicating how transit assumptions for long-range transportation planning can influence RHNA allocations, including high quality transit areas (HQTA).

At their February 16, 2021 meeting, the RHNA Subcommittee/RHNA Appeals Board recommended the draft resolution be presented to the CEHD Committee at its special February 23, 2021 meeting for consideration and recommendation to the Regional Council. At their February 23, 2021 meeting, the CEHD Committee reviewed the resolution and directed SCAG staff to include the potential for student housing to be credited to meeting a jurisdiction's RHNA allocation and the improvement of communications with CTCs, as issues to pursue under RHNA reform. The draft resolution, including these additions, were recommended to the Regional Council for adoption at their March 4, 2021 meeting.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2020-21 Overall Work Program (300-4872Y0.02: Regional Housing Needs Assessment).

**ATTACHMENT(S):**

1. Resolution No. 21-630-3



RESOLUTION NO. 21-630-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO PURSUE IMPROVEMENTS TO THE REGIONAL HOUSING NEEDS ASSESSMENT (RHNA) PROCESS AND CONTINUE SUPPORT FOR LOCAL JURISDICTIONS IN DEVELOPING AND IMPLEMENTING THEIR 6TH CYCLE RHNA HOUSING ELEMENTS

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

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- President Rex Richardson, Long Beach
First Vice President Clint Lorimore, Eastvale
Second Vice President Jan C. Harnik, Riverside County Transportation Commission
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Rex Richardson, Long Beach
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura; and

WHEREAS, as the region's council of governments, SCAG is responsible for allocating the state-determined regional housing need to all local jurisdictions within the SCAG region in accordance with state housing law, a process known as the development of the Regional Housing Needs Assessment (RHNA); and

WHEREAS, SCAG's Regional Council delegated to the SCAG RHNA Subcommittee, whose members are comprised of elected officials from each of the respective six (6) counties within the SCAG region, the authority to provide policy direction throughout the 6th cycle RHNA process and to provide recommendations to the SCAG Community Economic and Human Development (CEHD) Committee; and

WHEREAS, the RHNA Appeals Board reviewed, discussed and considered the fifty-two (52) appeals that were filed by jurisdictions on the draft RHNA allocations of forty-nine (49) jurisdictions by the October 26, 2020 deadline. Of the appeals filed, two were withdrawn at the request of the jurisdictions who filed them (City of West Hollywood and City of Calipatria). Over the eight public hearing sessions scheduled on January 6, 8, 11, 13, 15, 19, 22, and 25, the RHNA Appeals Board heard appeals filed on forty-seven (47) jurisdictions and made decisions to approve, partially approve, or deny the request; and

WHEREAS, of the appeals reviewed, RHNA Appeals Board granted two partial approvals. The County of Riverside was granted a 215 unit reduction and the City of Pico Rivera was granted 2,917 unit reduction. Per State housing law and the adopted Appeals Procedures, the successfully appealed units were proportionally reallocated back to the SCAG region; and

WHEREAS, during the appeals process, jurisdictions raised many reasonable concerns regarding the regional housing need determination (RHNA Determination or Regional Determination) by the Department of Housing and Community Development (HCD) and their ability to meet their housing elements; and

WHEREAS, State law (Government Code Section 65580 et seq.) defines a process for HCD development of RHNA Determination; and

Attachment: Resolution No. 21-630-3 (Report on RHNA Process and Consideration of Resolution)

**WHEREAS**, SCAG does not believe HCD followed this process, and on or about September 18, 2019, SCAG submitted its objection to HCD’s initial RHNA determination of 1,344,740 total units among four income categories for the SCAG region for 2021-2029. SCAG objected primarily on the grounds that (1) HCD did not base its determination on SCAG’s Connect SoCal growth forecast; (2) HCD compared household overcrowding and cost-burden rates in the SCAG region to national averages rather than to rates in comparable regions; and (3) HCD used unrealistic comparison points to evaluate healthy market vacancy. SCAG proposed an alternative RHNA determination of 823,808 units; and

**WHEREAS**, On or about October 15, 2019, after consideration of SCAG’s objection, HCD issued its Final RHNA Determination of a minimum of 1,341,827 total units among four income categories for the 6<sup>th</sup> cycle projection period June 30, 2021-October 15, 2029; and

**WHEREAS**, SCAG is committed to addressing the housing crisis in the State and recognizes that the RHNA is an important tool to address this crisis; and

**WHEREAS**, SCAG is committed to executing its responsibilities under the RHNA statute (Government Code Section 65580 *et seq.*), including adopting a Final RHNA Allocation Plan that furthers the objectives set forth in Government Code Section 65584(d) and allocates the Final RHNA Determination; and

**WHEREAS**, SCAG is concerned that the by setting Regional Determination so high, jurisdictions will not be able to fulfill their obligations and will be penalized in a way that only hurts jurisdictions’ ability to build housing; and

**WHEREAS**, during the appeals process, the Appeals Board heard many other concerns about legitimate constraints that were not addressed by the Regional Determination or the RHNA methodology, which were outside of planning factors articulated in the RHNA statute such as wildfire and other high risk zones, flooding risk caused by dams, ingress and egress issues caused by limited and narrow roadways, as well as economic development issues, limited bases for appeal, etc.; and

**WHEREAS**, SCAG has determined that jurisdictions need continued support by the State as well as flexibility for to meet it housing element requirements; and

**WHEREAS**, SCAG is committed to helping jurisdictions to update their housing elements through Regional Early Action Planning (REAP) grant programs; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments as follows:

1. SCAG shall continue supporting local jurisdictions with their Housing Element development through Regional Early Action Planning (REAP) grant programs;
2. SCAG shall engage with the California Department of Housing and Community Development (HCD) to ensure clear understanding of challenges faced by local jurisdictions and that all development opportunities are fully considered;
3. SCAG shall encourage HCD to pursue activities as part of a reform committee established under Assembly Bill (AB) 101 including and holding hearings in the SCAG region and inviting participation

and input from stakeholders, particularly local jurisdictions which filed appeals. This should include discussions with HCD and through other appropriate channels on additional opportunities for jurisdictions to meet RHNA need, including university and college student housing;

4. SCAG shall work with the State Legislature to pursue legislative changes to State housing law to allow for more flexibility for housing element development and implementation; and
5. SCAG will aim to enhance communication for the Connect SoCal and RHNA plans with the county transportation commissions (CTC), policymakers and stakeholders to strengthen the integration of regional land-use, transportation, economic development and housing planning and policies. This will include more clearly communicating how transit assumptions for long-range transportation planning can influence RHNA allocations, including high quality transit areas (HQTA).

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of March, 2021.

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Rex Richardson  
President, SCAG  
Vice Mayor, City of Long Beach

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: John Asuncion, Senior Regional Planner,  
(213) 236-1936, asuncion@scag.ca.gov

Subject: 2021 Federal Transportation Improvement Program Adoption

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-630-1 approving the 2021 FTIP including the associated transportation conformity determination.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2021 FTIP. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. The proposed Final 2021 FTIP contains approximately 2,000 projects, programmed at \$35.3 billion over a six (6) year period (FY 2020/21 – 2025/26). At its November 5, 2020 meeting, the Regional Council (RC) authorized the release of the Draft 2021 FTIP for a 30-day public review and comment period. All comments received during this time have been addressed and will be incorporated in 2021 FTIP Amendment No. 1, which will be approved concurrently with the 2021 FTIP in mid-April 2021. On January 15, 2021, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss the 2021 FTIP, in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246). At their respective meetings on February 4, 2021, the TC and EEC recommended approval of the 2021 FTIP and the accompanying final Transportation Conformity Analysis to the Regional Council. Therefore, staff recommends that the Regional Council adopt Resolution No. 21-630-1 approving the 2021 FTIP.*

**OUR MISSION**

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

**OUR VISION**

Southern California's Catalyst for a Brighter Future

**OUR CORE VALUES**

Be Open | Lead by Example | Make an Impact | Be Courageous

**BACKGROUND:**

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a “bottom up” approach.

Over the past year, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the 2021 FTIP. The 2021 FTIP is a programming document totaling over \$35.3 billion in programming and containing over 2,000 projects covering a six (6) year period. The 2021 FTIP includes 62 projects for Imperial County programmed at \$67.4 million; 1,050 projects for Los Angeles County programmed at \$20.2 billion; 151 projects for Orange County programmed at \$2.3 billion; 388 projects for Riverside County programmed at \$7.3 billion; 193 projects for San Bernardino County programmed at \$4.3 billion; and 168 projects for Ventura County programmed at \$1.1 billion.

The projects included in the 2021 FTIP are consistent with the adopted Connect SoCal (2020 Regional Transportation Plan/ Sustainable Communities Strategy), and for the most part, represent the first six-years of capital investments outlined in the Connect SoCal. The FTIP is developed to incrementally implement the capital projects and programs contained in the Connect SoCal. It should be noted that costs associated with system operation for transit as well as highway, which represent significant portion of costs accounted in the Connect SoCal, are not reflected in FTIP. FTIP only reflects capital improvement costs for capacity addition as well as operational improvements. It also does not capture local investments that do not rely on federal sources, which are critical to realizing the region’s vision and level of investment anticipated by Connect SoCal for Active Transportation and improvements to local streets.

The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) and the subsequent 2015 federal transportation authorization legislation, ‘Fixing America’s Surface Transportation’ (FAST) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.” The performance measure (PM) targets for the SCAG region are required to be included in the FTIP, along with information regarding how the region is working toward achieving those targets.

The MAP-21 performance measures provide a standardized quantitative framework for evaluating statewide and regional progress toward meeting national transportation system performance goals. Guidelines in support of the MAP-21 performance monitoring program were finalized by FHWA

through three rulemakings. Performance Management Rule 1 (PM 1) provides performance metrics for Transportation System Safety; Performance Management Rule 2 (PM 2) defines measures for National Highway System (NHS) pavement and bridge condition; and Performance Management Rule 3 (PM3) focuses on NHS System Performance, Freight Movement, and the Congestion Mitigation and Air Quality (CMAQ) program.

In consultation with the state's MPOs, Caltrans was required to establish two-year and four-year statewide targets for each of the designated federal performance measures within these performance categories. The MPOs, including SCAG, were then required to establish targets for their respective region. MAP-21 requires that both the RTP/SCS and the FTIP include information on the federal performance targets established for the SCAG region and a description of how the region is performing in regard to achievement of those targets.

At the conclusion of the initial four-year performance reporting cycle in 2022, SCAG will coordinate with Caltrans on the development of a report to FHWA indicating to what extent the MAP-21 performance targets for PM 1, PM 2, and PM 3 were achieved at both the state and regional level. Based on a review of projects included in the 2021 FTIP, there are more than 500 projects that are anticipated to have a safety benefit. These safety-related investments programmed in the FTIP total more than \$7 billion. These figures will change since subsequent FTIP amendments will impact performance measures.

The projects contained within the 2021 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these PM targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2021 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Additionally, the 2021 FTIP includes a new section that describes the CTC project selection procedures. Each CTC explains how projects are selected for inclusion in the FTIP and is consistent with the "bottoms up" approach of the development for the 2021 FTIP. Per the 2020 Connect SoCal (2020 RTP/SCS), Highways and Arterials Appendix, SCAG has a current set of principles to guide the development of programming priority for Surface Transportation Block Grant (STBG) and CMAQ funds. The principles were reviewed through the AB 1246 process and adopted by SCAG's Regional Council. These principles are used in the development of each county's STBG and CMAQ programs.

The FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2020 RTP/SCS  
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis  
(40 CFR, Sections 93.109, 93.110, 93.118, and 93,119)

3. Timely Implementation of Transportation Control Measures (TCMs)  
(40 CFR, Section 93.113)
4. Financial Constraint  
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement  
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Two public hearings were held on November 17, 2020 and on December 2, 2020 during the public review period. Both public hearings were held virtually. The Draft 2021 FTIP was posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish language newspapers. Notices regarding the availability of the Draft 2021 FTIP for public review were distributed to over 50 public libraries throughout the region. In addition, hardcopies of the 2021 FTIP were provided as requested by public libraries. Upon completion of the public review period, SCAG staff provided responses to all comments in the proposed final 2021 FTIP. The proposed final 2021 FTIP was presented to the Transportation Committee (TC) at the February 4, 2021 meeting. The final Transportation Conformity Analysis was also presented to the Energy and Environment Committee (EEC) on the same day. Both the TC and EEC recommended approval of the 2021 FTIP and the accompanying final Transportation Conformity Analysis to the Regional Council. Staff is therefore recommending Regional Council adoption of the Final 2021 FTIP including the associated transportation conformity determination. Federal approval of the 2021 FTIP is expected to occur in mid-April 2021.

The Final 2021 FTIP is accessible at: <https://scag.ca.gov/post/final-2021-ftip-downloads> or [www.scag.ca.gov](http://www.scag.ca.gov).

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2020-21 Overall Work Program (OWP) under project 030.0146.02 (Federal Transportation Improvement Program) and 010.0170.01 (RTP Support, Development, and Implementation).

**ATTACHMENT(S):**

1. 2021 FTIP Executive Summary
2. Proposed Final 2021 FTIP - SCAG Response to Comments
3. Resolution No. 21-630-1 Approving the 2021 FTIP
4. PowerPoint Presentation - Final 2021 Federal Transportation Improvement Program (FTIP)



# SCAG™

INNOVATING FOR A BETTER TOMORROW



# PROPOSED FINAL 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

## EXECUTIVE SUMMARY VOLUME I OF III

FY 2020/21 - 2025/26  
March 2021

Attachment: 2021 FTIP Executive Summary (2021 Federal Transportation Improvement Program Adoption)





## VISION

Southern California’s Catalyst  
for a Brighter Future.

## MISSION

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

**Funding:** The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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Art Brown, Buena Park	Steve Nagel, Fountain Valley	Marty Simonoff, Brea
Wendy Bucknum, Mission Viejo	Kim B. Nguyen, Garden Grove	
Michael C. Carroll, Irvine	Trevor O’Neil, Anaheim	

### Riverside County

Karen Spiegel, County of Riverside	Kathleen Kelly, Palm Desert	Steve Manos, Lake Elsinore
Rusty Bailey, Riverside	Clint Lorimore, Eastvale*	Rey Santos, Beaumont
Megan Beaman Jacinto, Coachella	Marisela Magaña, Perris	Zak Schwank, Temecula

### San Bernardino County

Curt Hagman, County of San Bernardino	Larry McCallon, Highland	Rita Ramirez, Victorville
Bill Jahn, Big Bear Lake*	L. Dennis Michael, Rancho Cucamonga	Deborah Robertson, Rialto
Ray Marquez, Chino Hills	Frank J. Navarro, Colton	

### Ventura County

Linda Parks, County of Ventura	David Pollock, Moorpark
Tim Holmgren, Fillmore	Carmen Ramirez, Oxnard

**Air District Representative** Ben Benoit

**Business Representative** Randall Lewis, Lewis Group of Companies

**Imperial County Transportation Commission** Jim Predmore

**Orange County Transportation Authority** Miguel A. Pulido

**Public Transit Representative** Paul Krekorian

**Riverside County Transportation Commission** Jan C. Harnik\*

**San Bernardino County Transportation Authority** Alan D. Wapner

**Transportation Corridor Agencies** Peggy Huang

**Tribal Government Regional Planning Board Representative** Andrew Masiel, Sr., Pechanga Band of Luiseno Indians

**Ventura County Transportation Commission** Mike T. Judge

\* Regional Council Officer

# EXECUTIVE SUMMARY

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## INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2021 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2020/21 - 2025/26 for the region, with the last two years 2024/25-2025/26 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) based on their project selection criteria for inclusion into the regional FTIP. The 2021 FTIP has been developed in partnership with the CTCs and Caltrans.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2021 FTIP are consistent with SCAG's approved Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.



## PROGRAM SUMMARY

The 2021 FTIP includes approximately 2,000 projects programmed at \$35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was \$34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2021 FTIP shows that \$7.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2021 FTIP). In addition, the 2021 FTIP reflects \$19.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

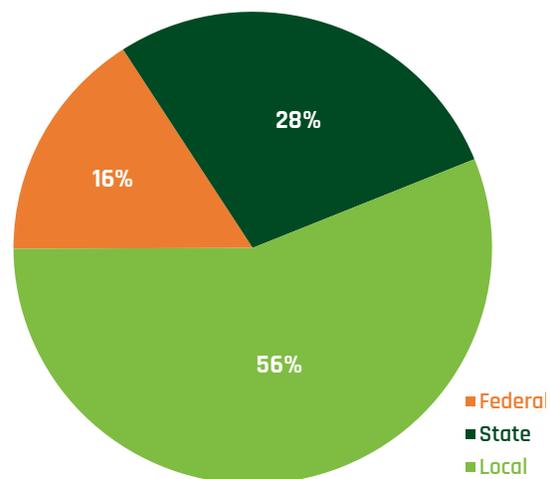
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

**FIGURE 1** is a summary of funding sources categorized as federal, state and local sources. **FIGURE 1** and its accompanying pie chart illustrate that 16 percent of the program total is from federal funds, 28 percent from state funds, and 56 percent from local funds.

**FIGURE 1 SUMMARY OF 2021 FTIP BY FUNDING SOURCE (IN 000'S)**

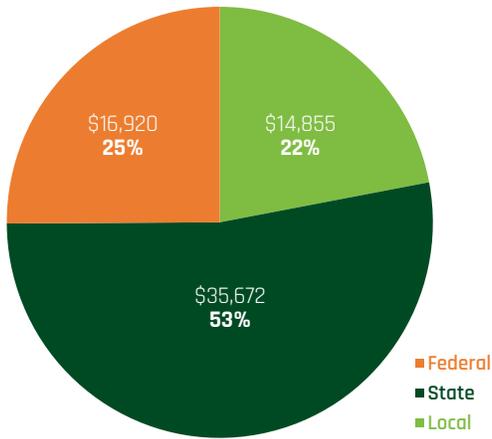
	FEDERAL	STATE	LOCAL	TOTAL
2020/21	\$1,967,541	\$5,305,507	\$3,975,931	\$11,248,979
2021/22	\$1,187,249	\$2,119,643	\$3,558,508	\$6,865,400
2022/23	\$1,254,329	\$502,695	\$2,662,077	\$4,419,101
2023/24	\$717,156	\$479,997	\$3,744,516	\$4,941,669
2024/25	\$265,100	\$1,234,697	\$2,465,258	\$3,965,055
2025/26	\$240,289	\$241,466	\$3,398,369	\$3,880,124
<b>TOTAL</b>	<b>\$5,631,664</b>	<b>\$9,884,005</b>	<b>\$19,804,659</b>	<b>\$35,320,328</b>
<b>% OF TOTAL</b>	<b>16%</b>	<b>28%</b>	<b>56%</b>	<b>100%</b>

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

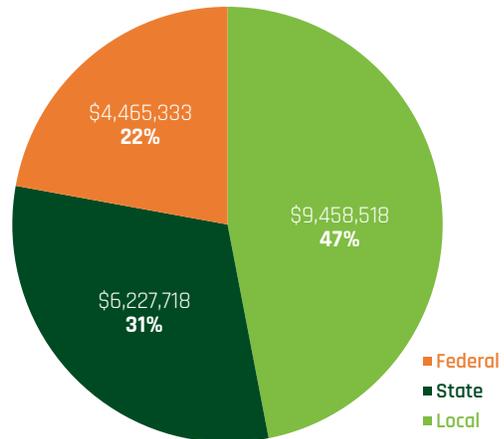


The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

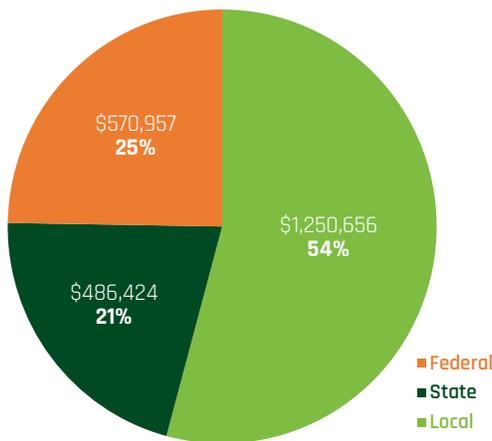
**IMPERIAL COUNTY: \$67,447 (in \$000's)**



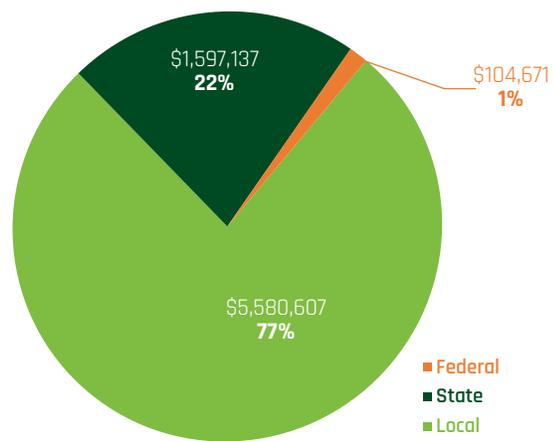
**LOS ANGELES COUNTY: \$20,151,569 (in \$000's)**



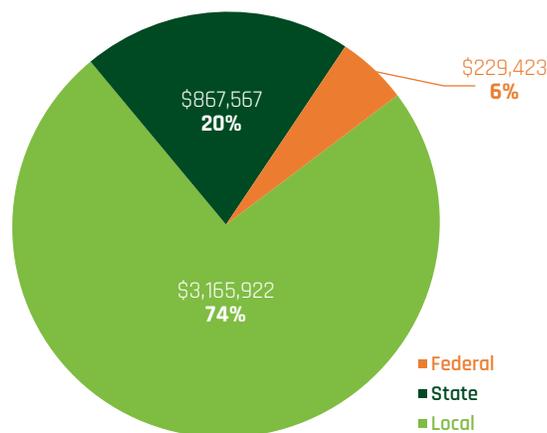
**ORANGE COUNTY: \$2,308,037 (in \$000's)**



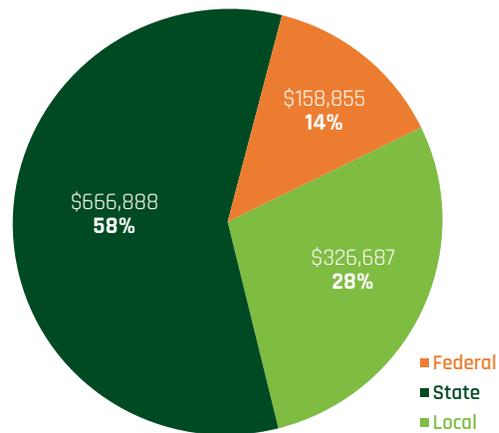
**RIVERSIDE COUNTY: \$7,282,415 (in \$000's)**



**SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)**



**VENTURA COUNTY: \$1,152,430 (in \$000's)**



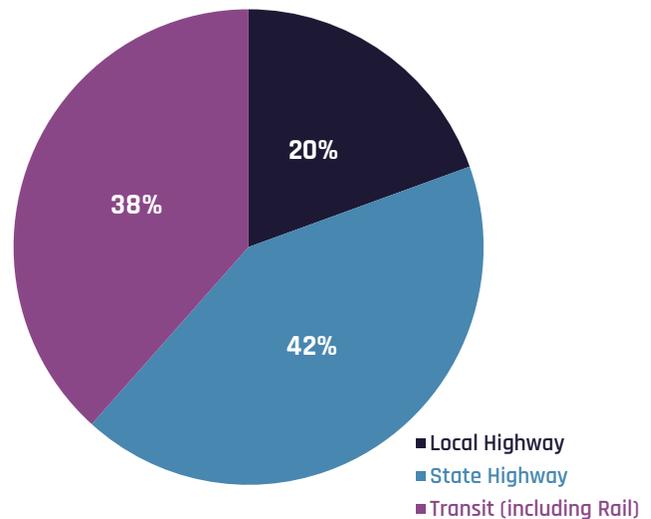
**FIGURE 2** summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total \$35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2021 FTIP.

At the time of the development of the 2021 FTIP the SCAG region, along with every other region in the world, is facing the devastation of the COVID-19 pandemic. The national, state, county, and local stay-at home and quarantine orders have put a strain on the all aspects of society as well as the economy. As the public adjusts to the stay-at-home and quarantine orders, transportation demand has been drastically reduced and fuel consumption has decreased as people are driving less thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic is unknown as the SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects.

**FIGURE 2 SUMMARY OF 2021 FTIP BY PROGRAM (IN 000'S)**

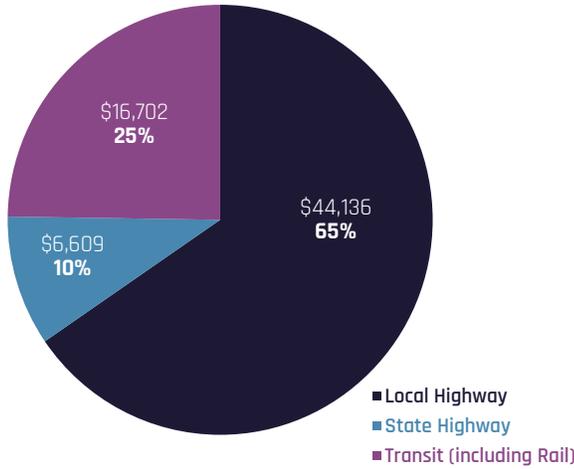
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	\$1,909,560	\$5,399,986	\$3,939,433	\$11,248,979
2021/22	\$1,023,299	\$3,092,629	\$2,749,472	\$6,865,400
2022/23	\$570,324	\$1,220,181	\$2,628,596	\$4,419,101
2023/24	\$684,967	\$1,366,716	\$2,889,986	\$4,941,669
2024/25	\$1,130,418	\$2,101,509	\$733,128	\$3,965,055
2025/26	\$1,571,050	\$1,695,528	\$613,546	\$3,880,124
<b>TOTAL</b>	<b>\$5,889,618</b>	<b>\$14,876,549</b>	<b>\$13,554,161</b>	<b>\$35,320,328</b>
<b>% OF TOTAL</b>	<b>20%</b>	<b>42%</b>	<b>38%</b>	<b>100%</b>

**SUMMARY OF 2021 FTIP BY FUNDING SOURCE**

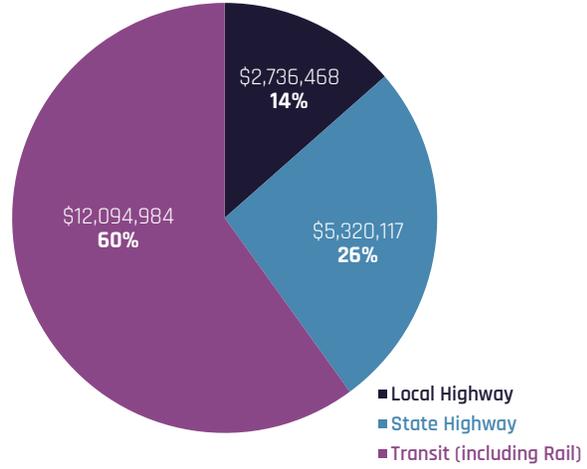


The six pie charts below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit programs.

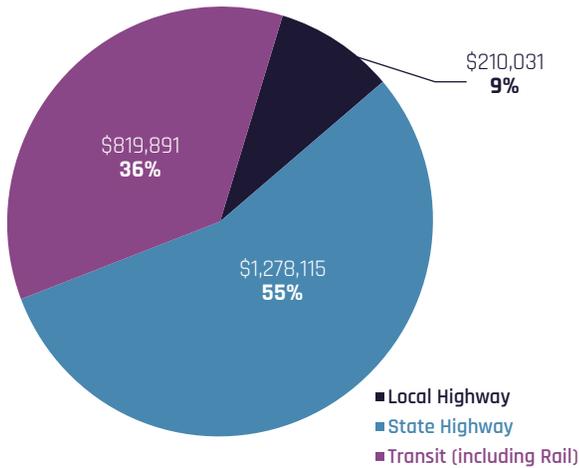
**IMPERIAL COUNTY: \$67,447 (in \$000's)**



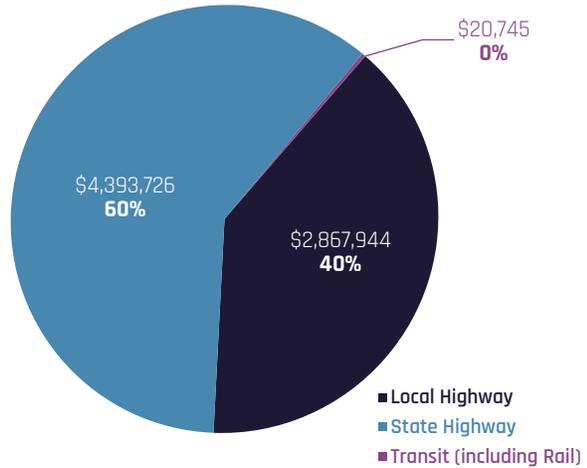
**LOS ANGELES COUNTY: \$20,151,569 (in \$000's)**



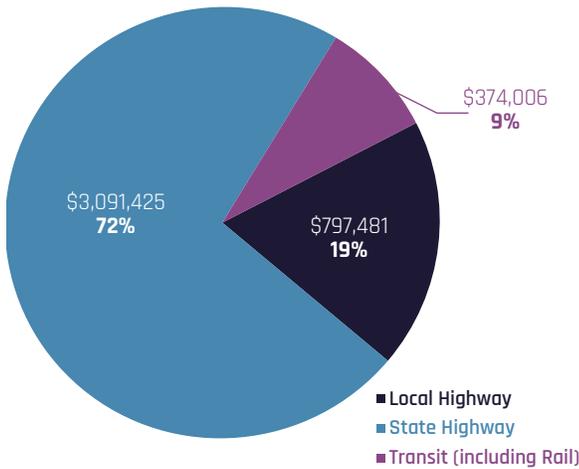
**ORANGE COUNTY: \$2,308,037 (in \$000's)**



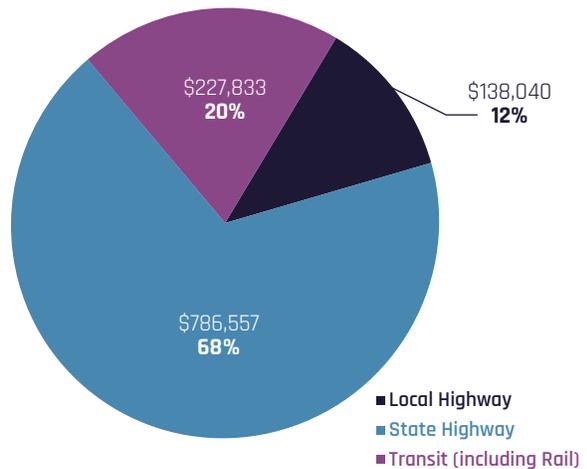
**RIVERSIDE COUNTY: \$7,282,415 (in \$000's)**



**SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)**



**VENTURA COUNTY: \$1,152,430 (in \$000's)**



## ENVIRONMENTAL JUSTICE

The Connect SoCal - 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 (and certified by FHWA/FTA with regard to transportation conformity on June 5, 2020), includes a comprehensive Environmental Justice analysis. On September 3, 2020, Connect SoCal - 2020 RTP/SCS was approved in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in the Connect SoCal - 2020 RTP/SCS, and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2021 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see:

[scag.ca.gov/sites/main/files/file-attachments/fconnectsocial\\_environmental-justice.pdf](https://scag.ca.gov/sites/main/files/file-attachments/fconnectsocial_environmental-justice.pdf).

On September 6, 2018, SCAG's Regional Council adopted an updated **Public Participation Plan** designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

## INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2021 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP).

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit:

[scag.ca.gov/post/scag-public-participation-plan](https://scag.ca.gov/post/scag-public-participation-plan).

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2021 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2021 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2021 FTIP were approved by the SCAG Regional Council on September 5, 2019. For additional information on the 2021 FTIP Guidelines, please visit: [ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf](https://ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf).

On November 5, 2020, the Draft 2021 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the Draft 2021 FTIP, the first on November 17th and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, the hearings were held virtually via Zoom. These public hearings were also noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2021 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

## ECONOMIC IMPACTS OF 2021 FTIP PROGRAM EXPENDITURES

# THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in FY 2020/2021 and ending in FY 2025/2026. Economic and job impacts were calculated using REMI, a structural regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments. The REMI model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities are included in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 104,000 jobs in the six-county SCAG region. The total employment impact of the 2021 FTIP transportation program is shown in **FIGURE 3**.

**FIGURE 3 JOBS CREATED ANNUALLY BY 2021 FTIP INVESTMENTS (REMI ANALYSIS)**

	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	AVERAGE
<b>SCAG REGION</b>	244,519	119,456	93,043	79,749	40,904	47,139	104,135
<b>IMPERIAL COUNTY</b>	240	228	51	30	17	28	99
<b>LOS ANGELES COUNTY</b>	166,863	69,281	59,168	44,672	7,562	6,844	59,065
<b>ORANGE COUNTY</b>	31,979	16,627	15,289	13,584	2,553	2,473	13,751
<b>RIVERSIDE COUNTY</b>	21,152	20,305	7,626	16,303	11,653	32,118	18,193
<b>SAN BERNARDINO COUNTY</b>	17,088	10,790	8,785	4,115	18,185	4,289	10,542
<b>VENTURA COUNTY</b>	7,196	2,225	2,122	1,045	934	1,388	2,485

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 4,760 jobs per year on average. This shows that investing for transportation in SCAG region is important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2021 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system. Connect SoCal - 2020 RTP/SCS, included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic competitiveness of the SCAG region within the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of the 2020 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 264,500 jobs per year.

## 2021 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the Connect SoCal Performance Measures Technical Report:

[scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_performance-measures.pdf](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf).

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law in July 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law in December 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 required the establishment of state and regional performance targets that address several performance measures specifically indicated in the federal legislation:

- Number of fatalities and serious injuries on all public roads
- Rate of fatalities and serious injuries on all public roads
- Total combined number of non-motorized fatalities and serious injuries on all public roads
- Pavement condition on the Interstate System and National Highway System (NHS)
- Bridge condition on the NHS
- Percent of reliable person miles travelled on the Interstate System and on the non-interstate NHS
- Percent of Interstate System mileage with reliable truck travel times
- On-road mobile source emissions
- Non-single occupancy vehicle mode share
- Transit system safety
- Transit asset management

MAP-21 also required that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule required that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. The performance discussion included in the 2021 FTIP will focus on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federal MAP-21 performance measures.

For additional information regarding program performance, please see the Performance Measures chapter of the 2021 FTIP Technical Appendix at: [scag.ca.gov/post/final-2021-ftip-downloads](https://scag.ca.gov/post/final-2021-ftip-downloads).

# PROGRAMMING INVESTMENTS

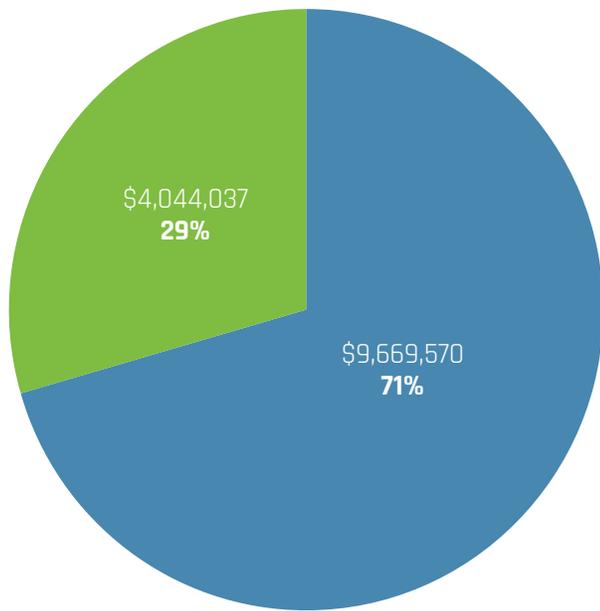
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

**FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN \$ MILLIONS)**

Transit Improvements	\$9,670
Transit Operations and Maintenance	\$4,044
Highway Improvements	\$12,801
Highway Operations and Maintenance	\$7,580
ITS, Transportation Demand Management, and Active Transportation	\$861
Other	\$365

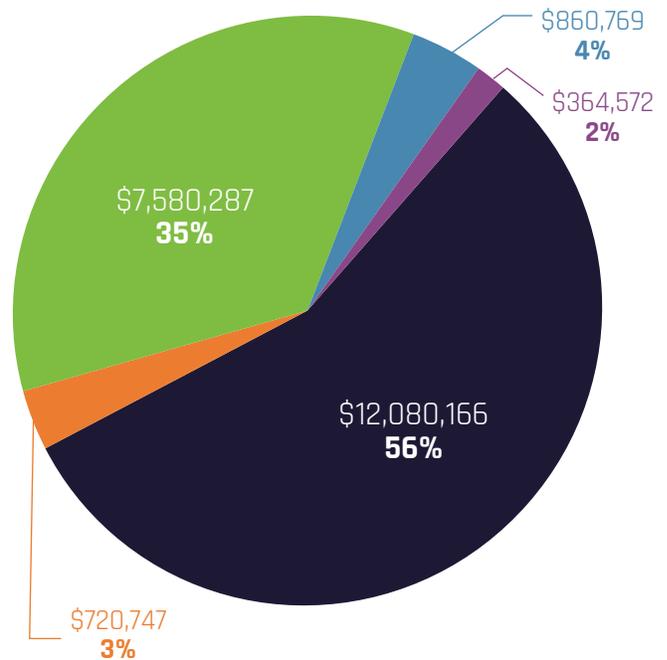
## 2021 FTIP INVESTMENT CATEGORIES

**TRANSIT INVESTMENT: \$13,713,607 (\$1,000's)**



- Transit Improvements
- Transit Operations & Maintenance

**HIGHWAY INVESTMENT: \$21,607,721 (\$1,000's)**



- Capacity Improvements
- HOV Lanes
- Highway Operations & Maintenance
- ITS, TDM, & Non-Motorized
- Other Highway Improvement

The 2021 FTIP includes an estimated \$1.15 billion programmed towards active transportation projects. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. This is because active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. In 2017, Senate Bill 1 the Road Repair and Accountability Act, was signed into law. SB 1 established \$56 billion in investments to California's transportation system through the establishment of a new tax on gasoline purchases. Funds are split equally between the State and Cities/Counties. Further, SB1 increased the investment in the State's Active Transportation Program (ATP) from \$123 million annually to \$223 million annually; nearly doubling the funding available in the program. Active transportation improvement projects tend to be smaller projects where state generated funds like SB1 are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds.

**FIGURE 5** provides a breakdown of how the \$1.15 billion programmed in the 2021 FTIP is allocated to different project types in the region. In addition to the amount currently programmed, Cycle 5 of Active Transportation Program (ATP) grants will be programmed once they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation.

SCAG's RTP/SCS calls for increases in active transportation funding over the 25-year plan period, culminating in a total of \$22.5 billion through 2045. Overall, the level of investment described here closely aligns with Connect SoCal and demonstrates the region is on track to meet its goal.

**FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)**

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020/21 - FY2025/26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP
Bicycle & Pedestrian Infrastructure	\$556.6	48%
Dedicated Bicycle Infrastructure	\$216.7	19%
Dedicated Pedestrian Infrastructure	\$139.7	12%
First Mile/Last Mile Strategies	\$104.6	9%
Bicycle Detection & Traffic Signals	\$24.1	2%
Safe Routes to Schools/Education	\$1.1	<1%
Planning	\$1.8	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$103.7	9%
<b>TOTAL AMOUNTS</b>	<b>\$1,148.3</b>	

\* Excludes ATP Projects for Cycle 5

# TRANSPORTATION CONFORMITY

The 2021 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal); it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement process; and it must be financially constrained.

## CONFORMITY DETERMINATIONS FOR THE DRAFT 2021 FTIP

The 2021 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2021 FTIP under the required federal tests.

### CONSISTENCY WITH THE 2020 RTP/SCS TEST

**FINDING:** SCAG's 2021 FTIP (project listing) is consistent with the 2020 RTP/SCS (policies, programs, and projects).

### REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21-52 in Section II of the Technical Appendix.

**FINDING:** The regional emissions analyses for the 2021 FTIP is an update to the regional emissions analyses for the Connect SoCal - 2020 RTP/SCS.

**FINDING:** The 2021 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

**FINDING:** The 2021 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM<sub>2.5</sub> NAAQS).

**FINDING:** The 2021 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

**FINDING:** The 2021 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

**FINDING:** The 2021 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County).

**FINDING:** The 2021 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

### TIMELY IMPLEMENTATION OF TCM TEST

**FINDING:** The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

**FINDING:** The TCM strategies listed in the 2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

### INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

**FINDING:** The 2021 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information on SCAG's PPP, please visit [scag.ca.gov/post/scag-public-participation-plan](https://scag.ca.gov/post/scag-public-participation-plan). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2021 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 24, 2019; October 29, 2019; December 7, 2019; February 25, 2020; March 24, 2020; April 28, 2020; May 26, 2020; June 23, 2020; and July 28, 2020 August 25, 2020, and September 22, 2020). The final conformity analysis was released for a 30-day public review on November 6, 2020. Two public hearings were held, the first on November 17, 2020, and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Order N29-20, the hearings were held virtually via Zoom. The 2021 FTIP was presented to the Regional Transportation CEOs at their meeting held on January 15, 2021, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2021 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2021 FTIP have been documented, and responded to accordingly in the Final Technical Appendix Volume II of III.

### FINANCIAL CONSTRAINT TEST

**FINDING:** The 2021 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the Connect SoCal - 2020 RTP/SCS. SCAG's 2021 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.





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Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-01	General	11/17/2020	Craig Durfree	Private Citizen	Voicemail	<p>RECORDED PHONE MESSAGE - CRAIG DURFEY</p> <p>CRAIG DURFEY: Yes - Pablo, my name is Craig Durfey, D-U-R-F-E-Y, Craig A. Durfey. My cell is 714-321-8238. My email is cadurfey@gmail.com.</p> <p>I'm looking at the draft of the 2021 Federal Transportation Improvement Program, Executive Summary Volume I of the three, November 2020. I'm reading it, and there's some serious flaws in it. And I'm - I've been nine years on this - of (unintelligible) transportation, and I won't go into it. I'd like to see these referenced at my website at socialemotionalpaws, socialemotionalpaws (unintelligible) Transportation Sections, you'll see.</p> <p>But yes, this has got some real issues here. We're projecting money out, but we're not really assessing what the cities are capable of doing, once you provide the funds to build the infrastructure, and especially with COVID-19. (unintelligible) recognizing the VNT with park space - there's two documents on my blog. And so basically, then, if Safe Route to School, you're only getting less than 1% investment, which is really where - (unintelligible) reduce the fatalities that Federal Highway Administration require by 2022, to bring a Vision Zero, or individually, about \$10,000 grant by Caltrans, to achieve reduction.</p> <p>Without the education beginning of life, it is a complex, moving animal to try to get people and their habits changed. And there's AB209 of 15 and 16, the (unintelligible) Association as (unintelligible) proof, or bike diversion. There's a lot of things that's not in here, if we're going to be serious about the issue. And increasing park space's density goes by the AUDs (phonetic) of the law - so just things that need to be addressed to make this thing spark. And Rail to Trail programs along the LA to Orange County.</p> <p>714-321-8238. Thank you.</p> <p>(END OF RECORDING)</p>	<p>Connect So Cal is the Regional Transportation Plan for the Southern California Region. This document outlines strategies for addressing active transportation safety through infrastructure investment and educational programs that are very much consistent with your comments. Connect So Cal calls for \$22.5-billion in active transportation investment over the next 25 years with more than 10% of these funds dedicated to education and encouragement strategies.</p> <p>With Connect So Cal's adoption earlier this year Southern California Association of Governments (SCAG) and it's implementing partners identified establishing new funding strategies to address the active transportation and safety needs for the region. During the 25-year implementation of Connect So Cal, SCAG is committed to working with our partners to ensure these new funds are allocated toward the active transportation and safety strategies outlined in the Plan.</p> <p>While Connect SoCal reflects a comprehensive active transportation investment strategy for the region, please note, the FTIP is a programming document that identifies near-term investments in the region. It is not a complete picture of all the active transportation type projects that are delivered, as active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. As such, an estimated \$1.15 billion is programmed towards active transportation projects in the 2021 FTIP.</p>	11/09/2020 via email back to Mr. Durfey

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-02	General	11/18/2020	Laura Smith	Private Citizen	Voicemail	<p>RECORDED PHONE MESSAGE - LAURA SMITH</p> <p>LAURA SMITH: Yeah, Pablo. My name is Laura Smith. I left a previous message, but I wanted to leave another one. It wasn't very clear. I was calling again. I wanted to leave a comment on the Open Comment period that runs to December 7th, on the FTIP Draft that runs through December 7th.</p> <p>I am concerned about - listed here for the TCA, it shows their 241 extension running through to the 5 still. And they have said they're formally closing that extension. That is supposed to be a done deal now. The South County Traffic Relief Effort is closed, they are (unintelligible) that, and yet you have this listed here. And that is my comment, and I do need to include that in the Comment Section, and I want it to be listed, and yet, I do not show where we can email our comments.</p> <p>So I need you to inform me where I can do that, and I definitely need you to call me back. My phone number is 949-292-7411. I do work, so if I don't answer, if you can please leave me the email address so I can email my comments, because I do want them to be included in the FTIP 2021, because this is important, because this was put in error, unless the TCA is lying to us. But in their March 2020 TCA meeting, they formally have closed this project. And so I do want to let you know that, and my comments do need to be included into this FTIP 2021 Transportation Improvement Program.</p> <p>Okay. Thank you very much. Bye.</p> <p>(END OF RECORDING)</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study.</p> <p>The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).</p>	11/18/2020 via a call back to Ms. Smith
21-03	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures: Please remove Highway Maintenance (HM) Program from the list as this program has been discontinued.</p>	<p>Comment Noted.</p> <p>The text on Highway Maintenance (HM) Program has been removed from Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures.</p>	11/30/2020
21-04	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section IV, Attachment F, Amendment Approval procedures: Please correct the year in the paragraph "Additionally, ....March 4, 2021".</p>	<p>Comment Noted.</p> <p>The text has been revised.</p>	11/30/2020
21-05	General	11/30/2020	Abhijit Bagde	Caltrans	Email	<p>Technical Appendix Volume II of III, Section VII, Performance Measures: Thank you for providing comprehensive analysis on SCAG's efforts in achieving performance measures targets. Please refer to the information discussed at the November 17, 2020 CFPG meeting. Please complete and include the template (in excel) along with the final 2021 FTIP.</p>	<p>Comment noted.</p> <p>The Performance Measures matrix will be completed as requested with the applicable performance measure target information using the template provided and will be provided as a separate Excel document to Caltrans.</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-06	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Please clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.	<p>Comment Noted.</p> <p>SCAG's Section 5307 Program of Projects (POP) is posted on the FTIP website (<a href="https://scag.ca.gov/fta-program-projects">https://scag.ca.gov/fta-program-projects</a>) and updated with each amendment. <a href="https://scag.ca.gov/sites/main/files/file-attachments/19-29_public_notice.pdf?1606266188">https://scag.ca.gov/sites/main/files/file-attachments/19-29_public_notice.pdf?1606266188</a></p>	11/30/2020
21-07	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix, Volume III of III, Part A/Part 2 of 3: What is the purpose of projects included under "100% Prior Years" section.	<p>Comment Noted.</p> <p>This is to highlight major projects that are included in the FTIP as informational given that all the funding is showing in Prior Years and projects are still moving forward to completion.</p>	11/30/2020
21-08	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP: Funding programmed is not consistent with the SHOPP Report sent to SCAG on June 11, 2020. Please clarify. Also, funding for the SHOPP grouped project listings may be updated prior to adoption by SCAG's Commission. Let me know when you need the latest SHOPP project report generated from CTIPS.	<p>Comment Noted.</p> <p>SHOPP Projects will be updated via Amendment #21-01 per latest SHOPP listings provided by Caltrans on 12/8/20.</p>	11/30/2020
21-09	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	State Minor Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FY 2022/23 and FY 2023/24.	<p>Comment noted.</p> <p>Per agency, State Minor Program funding was programmed in FY's 2022/23 and 2023/24 on project FTIP ID# RIV110122 for informational purposes only. The project will be revised in Amendment #21-01 to remove funding from FY's 2022/23 and 2023/24.</p>	11/30/2020
21-10	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	CMAQ and STBGP Apportionments: Notate in the footnote information regarding borrowing/loaning per FY.	<p>Comment Noted.</p> <p>Footnote has been added to the Financial Plan regarding CMAQ/STBG loans.</p>	11/30/2020
21-11	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) information per information transmitted on November 9, 2020.	<p>Comment Noted.</p> <p>HBP programming updates will be reflected under A21-01 per latest HBP listings transmitted to SCAG and County Transportation Commissions on November 9, 2020</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-12	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	FTA 5310 Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FYs 2022 - 2024.	<p>Comment Noted.</p> <p>Per agencies using FTA 5310 funds, "while it's true that the statewide 5310 apportionments are programmed on an annual basis, Caltrans has provided regions with the options of either allowing Caltrans to program the 5310 large urban apportionment, or doing it themselves. Counties in the SCAG region have elected to do their own program. There is no FTA prohibition against designated recipients approving multi-year programs rather than on an annual basis. Therefore, regions that have elected to manage their own 5310 apportionments, funds can be programmed in multiple years.</p>	11/30/2020
21-13	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) funding for all HBP Grouped Projects per information transmitted on November 9, 2020.	<p>Comment Noted.</p> <p>HBP Projects will be updated under A21-01 per latest HBP listings transmitted on November 9, 2020</p>	11/30/2020
21-14	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMP100101, ORA040607, SBD59303: Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.	<p>Comment Noted.</p> <p>Per SBCTA - SBD59303 is a STIP Funded Project. The CTC included in the FTIP b/c it's a STIP project and is used for allocation.                      Per OCTA - ORA040607 is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation.                      Per ICTC - IMP100101 - is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation.</p> <p>The projects are submitted by the County Transportation Commissions via the bottoms up approach in accordance with AB1246.</p>	11/30/2020
21-15	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP Grouped Projects: See Comment No. 1 (Comment ID 7) under Financial Summary above.	<p>Comment Noted.</p> <p>Latest SHOPP funding will be updated via the SHOPP projects in Amendment #21-01 which will be submitted for approval concurrently with 2021 FTIP.</p>	11/30/2020
21-16	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	RIV190901: Please update the programming per updated 2020 SHOPP as shown below in Amendment No. 1.	<p>Comment Noted.</p> <p>Per RCTC - Staff has worked with the Caltrans SHOPP/FTIP manager at district 8 to update this project through 19-27 and the change is also being reflected through 21-01 as well.</p>	11/30/2020
21-17	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	VEN131202: Total project cost shall include cost of all the phases.	<p>Comment Noted.</p> <p>Per VCTC - The estimated total project cost is \$150 million for this project. In FTIP with ENG Phase for PA&amp;ED Only. CTC will update the Total Project Cost field in A21-01.</p>	11/30/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-18	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA120535: Include cost of construction phase in the total project cost.	Comment Noted.  Per OCTA - City Segment is a STIP Project that is only funded through PS&E. We don't have a Total Project Cost or construction cost right now	11/30/2020
21-19	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA191501: Clarify if toll credits are used in lieu of match funds.	Comment Noted.  Transit Development Credits amount and FY match is listed in the project description for CMAQ funding.	11/30/2020
21-20	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LAE0732: Provide detailed description of the project scope.	Comment Noted.  Lead Agency has decided to not to move forward with the project and will delete it in A21-01.	11/30/2020
21-21	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LA0G1118: Update the funding per 2020 STIP as shown below.	Comment Noted.  2020 STIP programming is matching Final Approved Orange Book. LA Metro will update the Programming from FY-20/21 to FY-21/22 under A21-01.	11/30/2020
21-22	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Various SB1 funding programs: When uploading projects from various SB1 funding programs in CTIPS please map these fund types with the CTIPS fund type shown below.	Comment Noted.  All SB1 funding programs are mapped correctly in CTIPs.	11/30/2020
21-23	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA131303: Include the cost for the construction phase in the total project cost.	Comment Noted.  Per OCTA - This project is currently only funded through PS&E We don't have a Total Project Cost or construction cost right now.	11/30/2020
21-24	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMPL519: This SHOPP grouped project is listed under the Local Highway Section for the Imperial County.	Comment Noted.  ICTC will update the System from Local to State in Amendment A21-01.	11/30/2020
21-25	General	12/2/2020	Martha Masters	Riverside County Transportation Commission	Public Comment at Hearing #2	MARTHA MASTERS: Great. Thank you. My name is Martha Masters, with the Riverside County Transportation Commission, and on behalf of RCTC, I wanted to thank SCAG staff. Through this very complex and lengthy process, you guys have been very helpful. Thank you for your guidance. Thank you for your patience. And I'm so glad we're, we're here now, and really appreciate your help. Thank you.	Comment Noted	12/2/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-26	General	12/6/2020	Michelle Schumacher	Private Citizen	Email	<p>Good afternoon.</p> <p>I write to submit comments for the 2021 Federal Transportation Plan. I am highly dismayed to see the below two projects included for the 2021 FTIP - the Transportation Corridor Agency voted NOT to pursue either of these projects in March 2020 by a unanimous board vote. Both projects are TOO damaging and will take out to many homes and business and should have never been considered, not to mention the watershed, ocean run off and habitat removal and being on top of our children schools. Toll roads are economic discrimination not only the rich deserve mobility and these outrageous service of mobility for the healthy needs to stop.</p> <p>Please do not include these insidious proposals in the FTIP. Also we are highly concerned about your RNHA numbers, it is clear that the TCA is wants the development fees to keep up the \$5,000 dollar golf games and \$35,000 for one dinner or to pay thier consultants \$185 to read the news, however, this type of high density you are trying to force on sleepy bedrooms communities is ridiculous. If you want to turn all of Souther California into an urban hell then just move to San Francisco or New York - that type of density makes no sense for Southern California with our limited water resources and the continued decrease in quality of life with the sprawl.</p> <p>Thank you for including my comments for the consideration of the FTIP. You know tolling our freeways seems like a new tax that should be voted on.</p> <p>Michelle</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).</p>	12/7/2020

Attachment: Proposed Final 2021 FTIP - SCAG Response to Comments (2021 Federal Transportation



RESOLUTION NO. 21-630-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2020/21 – 2025/26 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2021 FTIP)

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REGIONAL COUNCIL OFFICERS

- President Rex Richardson, Long Beach
First Vice President Clint Lorimore, Eastvale
Second Vice President Jan C. Harnik, Riverside County Transportation Commission
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Rex Richardson, Long Beach
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. § 134 et seq., 49 U.S.C. § 5303 et seq., and 23 C.F.R. § 450.312; and

WHEREAS, under state law, SCAG is the multicounty designated transportation planning agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code § 65080 et seq., and the FTIP under California Government Code § 65082 and Public Utilities Code § 130301 et seq.; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. § 134 et seq. and implementing regulations under 23 C.F.R. Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years and submitted to the United States Secretary of Transportation (Secretary) so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2018/19 – 2023/24 FTIP (2019 FTIP) in September 2018; and

WHEREAS, the Legislature enacted SB 1291 on September 18, 2020 which provides that a metropolitan planning organization or transportation planning agency is not required to submit the FTIP to the Secretary for 2020.

WHEREAS, the 2021 FTIP is an update to the 2019 FTIP, and it is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2020/21, 2021/22, 2022/23, and 2023/24) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2024/25 and 2025/26) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2021 FTIP is

Attachment: Resolution No. 21-630-1 Approving the 2021 FTIP (2021 Federal Transportation Improvement Program Adoption)

composed of approximately 2,000 transportation projects with \$35.3 billion dollars programmed in fiscal years FY 2020/21 to FY 2025/26; and

**WHEREAS**, SCAG adopted its 2020 RTP/SCS in May 2020 for federal conformity purposes pursuant to 42 U.S.C. § 7506(c)(1) which requires the 2020 RTP/SCS to conform with the applicable State Implementation Plan (SIPs) developed for the federal nonattainment and maintenance areas in the SCAG region, and 23 U.S.C. § 134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2021 FTIP to be consistent with the 2020 RTP/SCS; and

**WHEREAS**, 42 U.S.C. § 7506(c)(1) also requires the 2021 FTIP to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region; and

**WHEREAS**, the 2021 FTIP used the EMFAC2014 model developed by the California Air Resources Board (CARB) and approved by the U.S. Environmental Protection Agency (EPA) for conformity analysis; and

**WHEREAS**, 23 C.F.R. §450.330(e) requires that in nonattainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the transportation conformity regulations at 40 CFR Parts 51 and 93; and

**WHEREAS**, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

**WHEREAS**, 23 C.F.R. §450.330(a) requires each MPO to adopt a public participation program. SCAG's Regional Council adopted an updated Public Participation Plan on September 6, 2018, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

**WHEREAS**, SCAG staff has conducted an analysis of the Draft 2021 FTIP and found that it complies with federal and state metropolitan planning requirements and is consistent with the 2020-2045 RTP/SCS and its policies; and

**WHEREAS**, in accordance with the interagency consultation requirements, 40 C.F.R. §93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the 2021 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on October 27, 2020. In addition, the Executive Administration Committee acting on behalf of the SCAG Regional Council authorized the release of the Draft 2021 FTIP for a 30-day public review and comment period on November 5, 2020. The Draft 2021 FTIP was available for public review and comment from November 6 to December 7, 2020, during which time

SCAG held two (2) public hearings regarding the Draft 2019 FTIP on November 17, 2020 and December 2, 2020 respectively; and

**WHEREAS**, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2021 FTIP; and

**WHEREAS**, the 2021 FTIP complies with the required transportation conformity tests with respect to consistency with adopted RTP/SCS, financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process. Specifically, the 2021 FTIP demonstrates consistency with the final 2020-2045 RTP/SCS, timely implementation of TCMs in the applicable State Implementation Programs (SIPs) within the SCAG region, and includes a Finance Plan that indicates estimated available resources including resources from public and private sources that are reasonably expected to be available to carry out the 2021 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2021 FTIP reaffirms the transportation conformity determination of the 2020 RTP/SCS update and takes into account minor revisions related to project descriptions, schedules and funding; and

**WHEREAS**, projects in the 2021 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

**WHEREAS**, SCAG's Regional Council has reviewed the final 2021 FTIP and related staff reports and materials, which are incorporated herein by this reference.

**NOW, THEREFORE BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the 2021 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2021 FTIP, the Regional Council finds as follows:

- a. The 2021 FTIP complies with all applicable federal and state requirements;
- b. The 2021 FTIP implements and is consistent with SCAG's 2020-2045 RTP/SCS;
- c. The 2021 FTIP passes all required conformity tests and demonstrates transportation conformity.

2. In approving the 2021 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.

3. SCAG’s Executive Director or his designee shall transmit the 2021 FTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a meeting this 4th day of March, 2021.

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Rex Richardson  
President, SCAG  
Vice Mayor, City of Long Beach

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

# 2021 Federal Transportation Improvement Program

presented to the  
Regional Council

March 4, 2021



## What is the Federal Transportation Improvement Program (FTIP)?



- The FTIP is a federally mandated list of transportation investment priorities in the SCAG region.
- Federal regulations require the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP). With the approval of AB1291, the submittal of the 2021 FTIP will be delayed to March and receive federal approval on April 16, 2021.
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottoms-up approach it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period.

# Continued ... What is the Federal Transportation Improvement Program (FTIP)?



- The FTIP is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. FTIP is the implementation vehicle for the capital projects (transportation improvements) committed in the Connect SoCal (RTP/SCS).
- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.
- The 2021 FTIP includes approximately 2,000 projects in the region, representing an investment of \$35.3 billion over a six-year period.

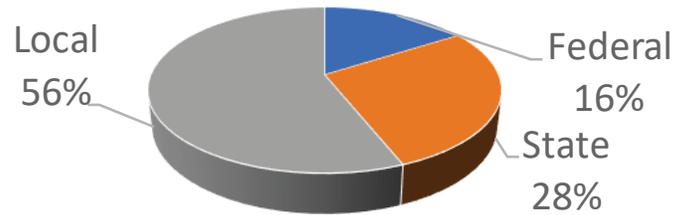
## Summary of 2021 FTIP by Funding Source (000's)



Summary of 2021 FTIP by Funding Source (in \$000's)

Year	Federal	State	Local
FY 20-21	\$ 1,967,541	\$ 5,305,507	\$ 3,975,931
FY 21-22	\$ 1,187,249	\$ 2,119,643	\$ 3,558,508
FY 22-23	\$ 1,254,329	\$ 502,695	\$ 2,662,077
FY 23-24	\$ 717,156	\$ 479,997	\$ 3,744,516
FY 24-25	\$ 265,100	\$ 1,234,697	\$ 2,465,258
FY 25-26	\$ 240,289	\$ 241,466	\$ 3,398,369
<b>Totals</b>	<b>\$ 5,631,664</b>	<b>\$ 9,884,005</b>	<b>\$ 19,804,659</b>
<b>% of Total</b>	<b>16%</b>	<b>28%</b>	<b>56%</b>

Summary of 2021 FTIP by Funding Source



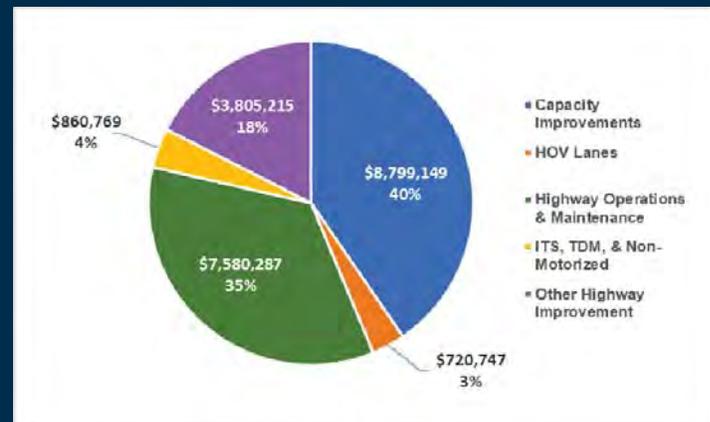
## 2021 FTIP Investment Categories



### TRANSIT INVESTMENTS \$13,713,607 (\$1,000s)



### HIGHWAY INVESTMENTS \$21,766,167 (\$1,000s)



Approximately **2,000** projects programmed region-wide for an investment of **\$35.3 billion**

## 2021 FTIP Program Performance



- The FTIP implements the transportation priorities identified in the 2020 RTP/SCS (Connect SoCal), including safety, system preservation, access, air quality etc.
- MAP-21 & the FAST Act require the establishment of performance targets for the various performance measures (PMs) identified in the legislation.
- The 2021 FTIP includes discussion of these targets and how these investments will support the region towards achieving these targets.
- At the completion of the four-year performance reporting cycle (2022), SCAG will coordinate with Caltrans to develop a report indicating to what extent those objectives were achieved at both the state & regional level.
- Based on a review of projects included in the 2021 FTIP, there are more than 500 projects that are anticipated to result in safety benefit. These safety-related investments programmed in the FTIP total more than \$7 billion. FTIP amendments will impact PMs, therefore these figures will change.

## 2021 FTIP Project Selection Procedures



- The 2021 FTIP includes a new Section to the Technical Appendix Volume II of III (Page VIII-1) per Caltrans and Federal requirements to highlight County Transportation Commission's (CTC's) Project Selection Procedures.
- Each CTC has submitted their project selection procedures to the FTIP
- Consistent with the "bottoms up" approach for 2021 FTIP development

## Conformity Tests for the 2021 FTIP



The 2021 FTIP meets the five required tests for transportation conformity

### 1. Consistent with Connect SoCal - 2020 RTP/SCS

- The FTIP is consistent with the policies, programs, and projects of Connect SoCal - 2020 RTP/SCS.

### 2. Regional Emissions Analysis

- The FTIP emissions are lower than the applicable caps of allowable emissions.

### 3. Timely Implementations of Transportation Control Measure (TCM)

- All TCMs in the SCAG region are given funding priority, implemented on schedule, and, in case of delay, implementation obstacles have been or are being overcome.

### 4. Financial Constraint

- The 2021 FTIP complies with federal financial constraint requirements.

### 5. Public Participation/Interagency Consultation

- The FTIP was presented to Transportation Conformity Working Group (TCWG) throughout its development.
- The FTIP was released for a 30 day public review period.
- SCAG held two public hearings on November 17 and December 2, 2020.
- Public notices were placed in newspapers throughout the region, including four foreign language newspapers.

## 2021 FTIP Timeline



### • Key Dates

- November 17, 2020 – Public Hearing 1
- December 2, 2020 – Public Hearing 2
- January 7, 2021 – Update to TC on 2021 FTIP Public Comments Received
- February 4, 2021 – TC/EEC Approval
- March 4, 2021 – RC Approval and submit to Caltrans HQ
- April 16, 2021 – Federal Approval

## Recommended Action



### RECOMMENDED ACTION FOR RC:

Approve Resolution No. 21-230-1 approving the 2021 FTIP.

# Thank you

For more information, please visit:

<http://ftip.scag.ca.gov>

Or email us at [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov)





Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

NO. 629  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE MEETING  
THURSDAY, FEBRUARY 4, 2021

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 of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

**Members Present**

<b>Hon. Rex Richardson, President</b>	<i>Long Beach</i>	<b>District 29</b>
<b>Hon. Clint Lorimore, 1<sup>st</sup> Vice President</b>	<i>Eastvale</i>	<b>District 4</b>
<b>Hon. Jan Harnik, 2<sup>nd</sup> Vice President</b>		<b>RCTC</b>
<b>Hon. Alan D. Wapner, Imm. Past President</b>		<b>SBCTA</b>
Supervisor Luis Plancarte		Imperial County
Supervisor Kathryn Barger		Los Angeles County
Supervisor Holly Mitchell		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Curt Hagman		San Bernardino County
Supervisor Carmen Ramirez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Tim Shaw		OCTA
Hon. Peggy Huang		TCA
Hon. Mike T. Judge		VCTC
Hon. Ben Benoit		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov’t Reg’l Planning Brd.
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Rey Santos	<i>Beaumont</i>	District 3

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Southern California’s Catalyst for a Brighter Future

**OUR CORE VALUES**

Be Open | Lead by Example | Make an Impact | Be Courageous



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Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7

**Members Present - continued**

Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Michael Carroll	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
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. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45

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Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Lorrie Brown	<i>Ventura</i>	District 47
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. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Hector Pacheco	<i>San Fernando</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69

**Members Present - continued**

Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large
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**Members Not Present**

Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Mark Ridley-Thomas	<i>Los Angeles</i>	District 57
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Rita Ramirez	<i>Victorville</i>	District 65
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member

**Staff Present**

Kome Ajise, Executive Director

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Cindy Giraldo, Chief Financial Officer  
Darin Chidsey, Chief Operating Officer  
Debbie Dillon, Chief Strategy Officer  
Michael Houston, Chief Counsel  
Ruben Duran, Board Counsel  
Art Yoon, Director of Policy and Public Affairs  
Sarah Jepson, Director of Planning  
Julie Shroyer, Chief Information Officer  
Peter Waggoner, Office of Regional Council Support  
Maggie Aguilar, Office of Regional Council Support  
Patricia Chen, Special Counsel

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Richardson called the meeting to order at 12:31 p.m. President Richardson asked Regional Councilmember Cindy Allen, Long Beach, District 30, to lead the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

President Richardson opened the Public Comment Period and outlined instructions for public comments.

Board Counsel Ruben Duran stated that there were twelve written public comments received by email before the deadline of 5pm of Wednesday, February 3, 2021 which were transmitted to members and posted to SCAG’s website. Mr. Duran stated that there was one written public comment received by email after the deadline from Henry Fung, resident of Covina, CA, and that comment will be transmitted to members and posted to SCAG’s website after the meeting.

Mr. Duran and SCAG staff confirmed that there was one verbal public comment speaker by raised hand and acknowledged Dr. Holly Osborne.

Dr. Holly Osborne, resident of Redondo Beach, CA, commented on the Regional Housing Needs Assessment (RHNA) Appeals Board hearing and the results of the appeals. She also commented on density and its effect on the pandemic.

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

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

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Ruben Duran, Board Counsel, announced Closed Session Agenda Items No. 1, Conference with Legal Counsel – Anticipated Litigation Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One potential case), and Closed Session Agenda Item No. 2, Conference with Legal Counsel - Existing Litigation, Pursuant to Government Code Section 54956.9 (d)(1) - Liu vs CalPERS and SCAG (Case No. 19STCP0456). President Richardson announced that the Regional Council would recess into Closed Session.

### **CLOSED SESSION**

1. Conference with Legal Counsel – Anticipated Litigation

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One potential case)

2. Conference with Legal Counsel - Existing Litigation

Pursuant to Government Code Section 54956.9 (d)(1) - Liu vs CalPERS and SCAG (Case No. 19STCP0456)

The Open Session reconvened. A quorum was confirmed.

Ruben Duran, Board Counsel, provided a report on the Closed Session. Mr. Duran reported that there was no reportable action for the Closed Session on either item.

### **ACTION ITEM/S**

1. Resolution for SCAG to Bridge the Digital Divide in Underserved Communities

President Richardson introduced Kome Ajise, Executive Director, to provide a presentation. Mr. Ajise provided background on SCAG's efforts since April 2020 to reinvent the SCAG region as a more resilient region, focusing on the digital divide and collaboration with stakeholders in various sectors including healthcare and education. He elaborated that, as part of this process, SCAG has taken the lead on creating a model resolution for public agencies to consider along with policy positions, which strives for simplification of permitting and easing installation of broadband throughout the region. He provided further information on the resolution, noting that it has already been adopted by three counties. He then introduced Roland Ok, SCAG staff, to provide additional details on the item.

Mr. Ok spoke to permitting streamlining, collaborating with local jurisdiction, and the high-level approach of Resolution No. 21-629-2. He outlined sections of the resolution, including pursuing grant opportunities, convening a working group and other areas to incorporate broadband planning

into SCAG's work. He closed by commenting on Resolution No. 21-629-2's support of SCAG's commitment to equity and social justice by assisting in addressing disparities seen in underserved communities. Mr. Ajise then expressed appreciation for the work of the Emerging Technologies Committee (ETC) and Supervisor Hagman on this issue.

President Richardson provided brief remarks and recognized Steve PonTell, the ETC and counties which have already adopted a resolution.

Supervisor Donald Wagner, Orange County, commented on the intention to bring the matter to Orange County for adoption.

President Richardson noted the item's consistency with inclusive regional recovery efforts and development in considering broadband as a standalone planning category.

A MOTION was made (A. Brown) to Adopt Resolution 21-629-2 to establish a Broadband Action Plan to assist in bridging the digital divide. Motion was SECONDED (J. Marquez). The motion passed by the following roll call votes:

**FOR:** ALLEN, ASHTON, BACERRA, BEAMAN JACINTO, BENOIT, BOYLES, A. BROWN, L. BROWN, BUCKNUM, CARRILLO, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GARCETTI, GAZELEY, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, KALMICK, KELLY, KREKORIAN, LOCK DAWSON, LORIMORE, LY, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MASIEL, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVA-FROELICH, NAVARRO, NGUYEN, PACHECO, PLANCARTE, POLLOCK, POSEY, PRICE, PUTZ, RAMAN, RAMIREZ, RICHARDSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (64)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

## 2. 2020/2021 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications

President Richardson introduced Sarah Jepson, Planning Director, to provide a presentation, and he encouraged members to share information on the item with their jurisdictions. Ms. Jepson began her presentation with background on the item, stating that in September 2020, when the Regional Council adopted Connect SoCal, staff also presented an implemented strategy that provided resources to local jurisdictions to support implementation. She stated that the Sustainable

Communities Program is a primary vehicle to provide support. She recounted that the Regional Council had already approved program guidelines and Calls for Applications for the Active Transportation & Safety and Housing & Sustainable Development components of the Sustainable Communities Program. She specified that, today, staff is seeking approval of the program guidelines and to release the Call for Applications for the Smart Cities & Mobility Innovations component. She noted related key connections strategies in Connect SoCal. In closing, she thanked staff for their work in developing the guidelines.

A MOTION was made (Navarro) to Approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications. Motion was SECONDED (Shapiro). The motion passed by the following roll call votes:

**FOR:** ALLEN, ASHTON, BEAMAN JACINTO, BENOIT, BOYLES, L. BROWN, BUCKNUM, CARRILLO\*, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GAZELEY, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, KALMICK, KELLY, KREKORIAN, LOCK DAWSON, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MASIEL, MCCALLON, MICHAEL, MINAGAR, NAVA-FROELICH, NAVARRO, NGUYEN, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, SANDOVAL, SANTOS, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER, and YOKOYAMA (55)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

\* While the voting results were being reviewed, Regional Councilmember Juan Carrillo, Palmdale, District 43, informed SCAG staff that he was experiencing technical difficulties and intended to vote “For” the motion for Agenda Item No. 2. The vote for Regional Councilmember Carrillo\* is annotated above.

## **CONSENT CALENDAR**

### Approval Items

3. Minutes of the Meeting – January 7, 2021
4. Approval of Additional Stipend Payments
5. Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract No. 18-002-SS1, PC Law Group, Amendment No. 7

6. Contracts \$200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related Products - County of San Bernardino
7. Contracts \$200,000 or Greater: Contract No. 21-016-C01, Imperial County Regional Active Transportation Plan
8. Contracts \$200,000 or Greater: Contract No. 21-039-C01, Primary Data Center Services
9. Regional Safety Targets 2021
10. AB 15 (Chiu) - Tenant Stabilization Act

Receive and File

11. Regional Early Action Plan (REAP) Program Summary and Update
12. Fiscal Year (FY) 2019-20 External Audit
13. February 2021 State and Federal Legislative Update
14. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
15. CFO Monthly Report

A MOTION was made (McCallon) to approve the Consent Calendar, Agenda Item Nos. 3-15. Motion was SECONDED (Marquez). The motion passed by the following roll call votes:

**FOR:** ALLEN, ASHTON, BEAMAN JACINTO, BENOIT, BOYLES, L. BROWN, BUCKNUM, CARRILLO\*, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GAZELEY, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, KALMICK, KELLY, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MASIEL, MCCALLON, MICHAEL, MINAGAR, NAVA-FROELICH, NGUYEN, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, SANDOVAL, SANTOS, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAPNER, and YOKOYAMA (51)

**AGAINST:** NONE (0)

**ABSTAIN:** DIXON and HERNANDEZ (2) on Agenda Item No. 3 only

\* While the voting results were being reviewed, Regional Councilmember Juan Carrillo, Palmdale,



District 43, informed SCAG staff that he was experiencing technical difficulties and intended to vote “For” the motion for the Consent Calendar. The vote for Regional Councilmember Carrillo\* is annotated above.

**BUSINESS REPORT**

No Business Report was provided.

**PRESIDENT’S REPORT**

President Rex Richardson began his report by recognizing new Regional Councilmembers Randall Putz, Big Bear Lake, District 11; Diane Dixon, Newport Beach, District 15; Letitia Clark, Tustin, District 17; Joe Kalmick, Seal Beach, District 20; Cindy Allen, Long Beach, District 30; Adele Andrade-Stadler, Alhambra, District 34; Laura Hernandez, Port Hueneme, District 45; Lorrie Brown, Ventura, District 47; Patricia Lock Dawson, Riverside, District 68; Tim Shaw, OCTA; and Supervisor Carmen Ramirez, Ventura County

He then announced President’s Appointments, including Supervisor Carmen Ramirez to the Executive/Administration Committee; Councilmember Jed Leano as Primary Member and Regional Councilmember Mark Henderson as Alternate member to Mobile Source Air Pollution Reduction Committee (MSRC); and Councilmember Misty Perez to the Community, Economic and Human Development (CEHD) Committee. He commented on the process for the Nominating Committee and announced how members should express interest in serving on the Bylaws and Resolutions Committee.

He continued by describing the ongoing efforts of the Special Committee on Equity and Social Justice, including the latest meeting on January 27, 2021. He noted recent progress, including reviewing SCAG’s updated working definition of equity, which the Special Committee has helped shape, reviewing the draft Early Action Plan (EAP) and reviewing the Inclusive Economic Recovery Strategy (IERS) Work Plan and Draft Framework. He announced that the next Special Committee Meeting is scheduled for March and that SCAG will hold a Joint Policy Committee meeting in March focused on equity. In closing, he informed members that SCAG will not hold Policy Committees in March, but a special CEHD Committee meeting will be scheduled for late February.

**EXECUTIVE DIRECTOR’S REPORT**

Executive Director Kome Ajise began his report by welcoming new members. He provided an update on the Regional Housing Needs Assessment (RHNA) appeals process, and he noted that two appeals were partially granted, causing a redistribution. He stated that a final meeting of the RHNA Appeals Board is scheduled for February 16, 2021, and he outlined next steps.

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Mr. Ajise continued by explaining additional transit funding available in the SCAG region from recent federal Coronavirus-related legislation, and he explained SCAG's role in apportionment of this funding. He continued by providing an update on a letter sent to the California Air Resources Board (CARB) in response to letter from CARB accompanying acceptance of Connect SoCal determination. Finally, he spoke about the Regional Data Platform (RDP) and expounded upon how it can support local planning activities, including through license offerings. He announced that the SCAG has received recognition from Harvard Kennedy School's Data Smart City Solutions Harvard Kennedy School, and he congratulated staff for their work on the RDP.

#### **FUTURE AGENDA ITEM/S**

There were no additional future agenda items requested.

#### **ANNOUNCEMENT/S**

There were no announcements.

#### **ADJOURNMENT**

President Richardson adjourned the Regional Council meeting at 1:58 p.m. in honor of Tom LaBonge, former Regional Councilmember and Los Angeles City Councilmember, and the father of Regional Councilmember Ali Saleh, Bell, District 27, after sharing brief remarks about both individuals.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

**To:** Regional Council (RC)  
**From:** Darin Chidsey, Chief Operating Officer,  
(213) 236-1836, Chidsey@scag.ca.gov  
**Subject:** Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], as requested by Regional Councilmembers Peggy Huang and Carmen Ramirez.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for Regional Councilmember Peggy Huang, TCA, and Regional Councilmember Carmen Ramirez, Ventura County.*

**BACKGROUND:**

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], *“Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG’s President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

For the month of January 2021, Regional Councilmember Peggy Huang, TCA, attended the following event for SCAG, which will constitute her 17<sup>th</sup> stipend request:

No.	Meeting Date	Meeting Name
17 <sup>th</sup>	January 27	Special Committee on Equity and Social Justice Meeting

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*Southern California’s Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



For the month of January 2021, Regional Councilmember Carmen Ramirez, Ventura County, attended the following event for SCAG, which will constitute her 11<sup>th</sup> stipend requests:

No.	Meeting Date	Meeting Name
11 <sup>th</sup>	January 27	Special Committee on Equity and Social Justice Meeting

**FISCAL IMPACT:**

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



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

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

**Subject:** Approval of the Fiscal Year 2021-22 Draft Comprehensive  
Budget

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Recommended that the Regional Council: 1) Approve the Fiscal Year 2021-22 (FY 2021-22) Draft Comprehensive Budget in the amount of \$147,812,051; 2) Authorize the release of the Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the General Fund Budget and Membership Assessment and transmit to the General Assembly.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG's Bylaws require the adoption of an annual comprehensive budget. Additionally, SCAG is required by federal and state law to develop the Overall Work Program (OWP) and the Indirect Cost Budget each year. Staff has developed the FY 2021-22 Draft Comprehensive Budget that includes: the Draft OWP; the General Fund Budget and Membership Assessment; the FTA Grant Budget; the TDA Budget; the Indirect Cost Budget; and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for final approval on May 6, 2021. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval on May 6, 2021. The proposed FY 2021-22 Comprehensive Budget is \$147.8 million, which is \$52 million or 54% more than the adopted FY 2020-21 Comprehensive Budget of \$95.8 million.*

**FOREWORD:**

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

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

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

The proposed FY 2021-22 Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. While Connect SoCal outlines longer-term goals, guiding principles, and planning strategies, the proposed budget also includes funding to address immediate impacts of the COVID-19 pandemic and public health crisis. These impacts, and their disproportionate burden on low-income people and communities of color, have revealed gaps and opportunities to achieve a more resilient region, and will undoubtedly influence planning for years to come. The FY 2021-22 Comprehensive Budget provides funding for identified priorities, including:

- **OVERARCHING PANDEMIC RECOVERY PRIORITIES:** Equity & Engagement, Inclusive Economic Recovery, Regional Resiliency, Public Health, Transportation Safety, and Local Capacity Building.
- **LOCAL TECHNICAL ASSISTANCE RESOURCES:** Sustainable Communities Program, SCAG Housing Program Development and Implementation, Call for Collaboration, Go Human Campaign, and Regional Data Platform.
- **REGIONAL STUDIES AND PROGRAMS:** Transportation System Preservation and Resilience, Transit Backbone, Complete Streets, Goods Movement: Last Mile Delivery, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, Shared Mobility & Mobility as a Service, and Regional Aerial Imagery.

The framework for developing the FY 2021-22 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2020-21 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

#### **DISCUSSION:**

The proposed FY 2021-22 Comprehensive Budget is \$147.8 million. Table 1 provides a summary of revenue sources included in the proposed Comprehensive Budget in the amount of \$147.8 million. The proposed budget is 54% more than FY 2020-21 adopted budget and the increase is primarily due to: additional FTA pass-through grants that SCAG will administer for local transit operators (under Federal Other); local cash commitments (under Cash/Local Other) to support the FTA grant

projects; and the new Mobile Source Air Pollution Reduction Review Committee (MSRC) Last Mile Freight Program to help goods movement providers invest in clean truck and infrastructure technology.

REVENUES	FY21 Adopted	FY22 Draft
FHWA PL - Metropolitan Planning	\$ 23,289,431	\$ 22,450,065
FTA 5303 - Metropolitan Planning	\$ 15,764,886	\$ 17,965,396
FHWA SPR - Strategic Partnerships Grants	\$ 739,175	\$ 997,365
FTA 5304 - Sustainable Communities Grants	\$ 607,848	\$ 449,146
FEDERAL OTHER	\$ 3,906,532	\$ 10,139,159
SB 1 - Sustainable Communities Formula Grants	\$ 13,921,538	\$ 12,387,815
SB 1 - Sustainable Communities Competitive Grants	\$ 54,003	\$ -
SHA - Sustainable Communities Grants	\$ 893,635	\$ 651,283
AB 101 - Regional Early Action Planning Grants	\$ 11,867,755	\$ 11,867,755
MSRC Last Mile Freight Grant	\$ -	\$ 10,000,000
STATE OTHER	\$ 6,643,885	\$ 3,941,739
TDA	\$ 7,680,345	\$ 8,222,336
IN-KIND COMMITMENTS	\$ 4,177,451	\$ 4,529,697
CASH/LOCAL OTHER	\$ 3,195,521	\$ 41,384,279
GENERAL FUND	\$ 2,683,973	\$ 4,213,001
INDIRECT COST CARRYFORWARD	\$ 555,465	\$ (1,386,985)
<b>TOTAL</b>	<b>\$ 95,981,443</b>	<b>\$ 147,812,051</b>

Table 2 provides a summary of the expenditure categories in the proposed Comprehensive Budget in the amount of \$147.8 million. The increase is primarily due to additional FTA pass-through payments that SCAG will administer for local transit operators (under Pass-Through Payments) and local cash commitments (under Cash/Local Other) for FTA grant projects to purchase buses and related equipment and construct related facilities.

EXPENDITURES	FY21 Adopted	FY22 Draft
SALARIES & BENEFITS	\$ 29,541,881	\$ 31,870,638
CONSULTANTS	\$ 42,366,024	\$ 45,295,523
NON-PROFITS/IHL	\$ 705,601	\$ 776,245
PASS-THROUGH PAYMENTS	\$ 3,031,153	\$ 9,191,406
IN-KIND COMMITMENTS	\$ 4,177,451	\$ 4,529,697
CASH/LOCAL OTHER	\$ 2,268,972	\$ 40,678,773
OTHER COSTS	\$ 13,373,545	\$ 13,518,581
CAPITAL & DEBT SERVICE	\$ 516,816	\$ 1,951,188
<b>Total</b>	<b>\$ 95,981,443</b>	<b>\$ 147,812,051</b>

### Draft Overall Work Program (OWP)

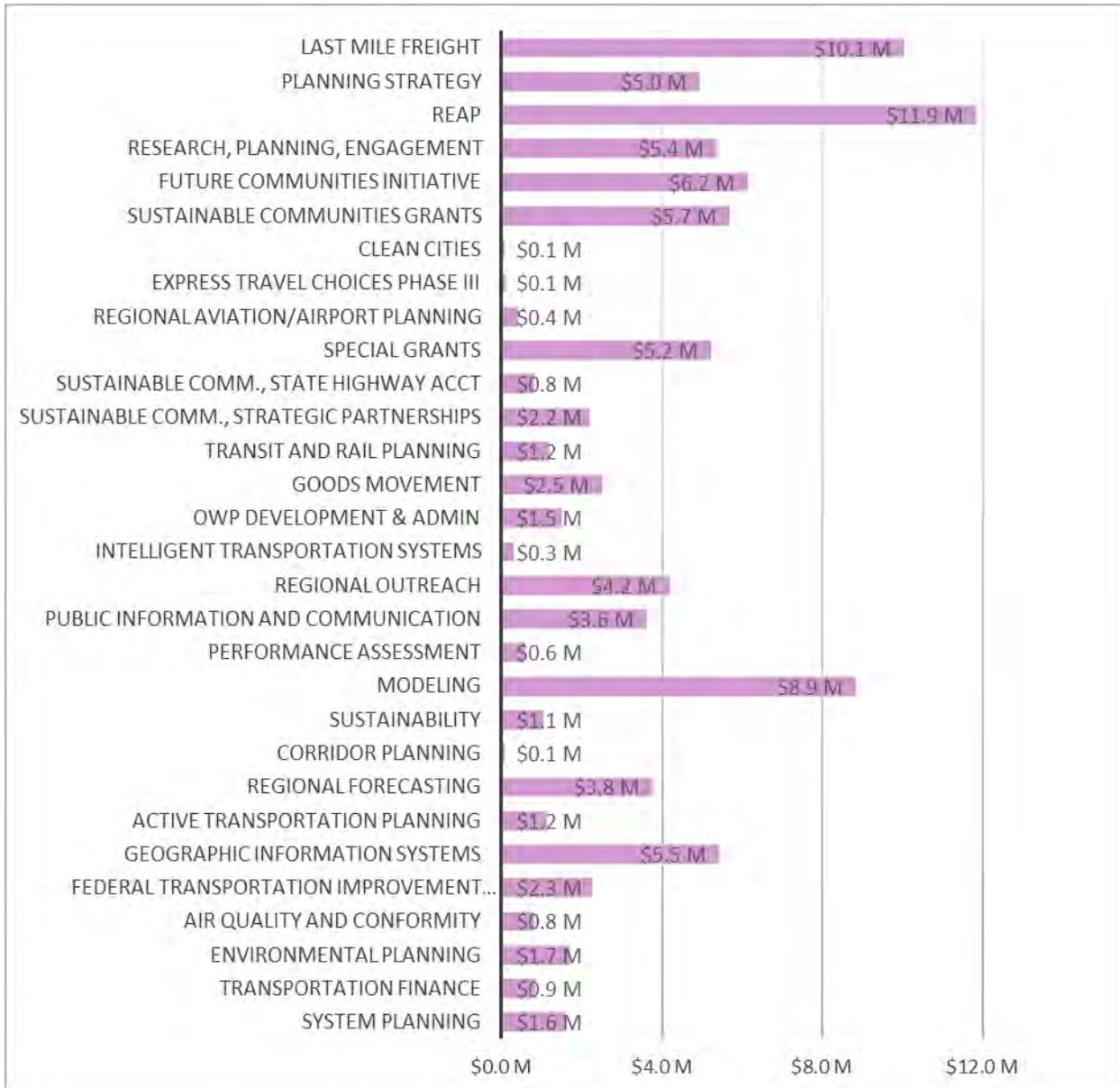
As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual work program, or OWP. The OWP identifies the work that will be accomplished during FY 2021-22. It discusses the planning priorities, the needs of the region, and the specific programs to meet those needs.

On January 21, 2021, SCAG held its annual OWP development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY 2021-22 and reported accomplishments and progress on major projects in the current fiscal year.

The proposed OWP budget is \$94.8 million and includes: \$40.4 million for FHWA PL and FTA 5303 metropolitan planning formula funds; \$13.1 million for Senate Bill (SB) 1 Sustainable Communities Grants; \$7.6 million for Transportation Development Act (TDA) funds; \$28.1 million for other state and federal grants; and \$5.6 million for third party contributions for transportation planning projects. The OWP expenditures are described beginning on page 19 of the Comprehensive Budget.

The Draft OWP will be released for a 30-day public comment period, from March 5 to April 5, 2021. Staff will receive and address comments in the Final OWP before it is submitted to the Regional Council for final approval on May 6, 2021 and to Caltrans on May 15, 2021.

The following chart shows the \$94.8 million OWP budget by program area:



**Regional Early Action Planning (REAP) Grant Program**

The proposed budget includes \$11.8 million of the \$47.5 million that is available for SCAG under the REAP grant program for eligible activities, including the costs of the 6th cycle RHNA methodology and allocation process and the work associated with REAP program framework. SCAG submitted its full application to the California Housing & Development Department (HCD) on January 28, 2021

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and the additional grant funds will be programmed in the budget when the grant award letter is received.

#### FTA Grant Budget

The proposed budget includes \$49.8 million for FTA Section 5339 and Section 5312 grant funds awarded to transit operators to replace, rehabilitate, and purchase buses as well as to construct related facilities and purchase related equipment. As the designated recipient, SCAG is responsible to apply for and pass-through grant funds to the eligible agencies. The proposed budget supports projects with Anaheim Transportation Network, Riverside Transit Agency, Sunline Transit Agency, Metropolitan Transportation Authority and Foothill Transit (page 40 of the Comprehensive Budget).

#### TDA Budget

The proposed budget includes \$7.8 million for consultant and staff related costs to support regional transportation planning projects and \$0.4 million debt service payments (page 41 of the Comprehensive Budget).

#### General Fund Budget and Membership Assessment

The proposed General Fund budget is \$4.2 million and includes \$1.5 million for information technology capital. The General Fund will recover the cost of the information technology capital through depreciation expense included in the Indirect Cost budget and recovered over the next five years. Also, the General Fund budget provides funding for the Regional Council and its Subcommittees for the costs of stipends and travel, and finance program expenditures which must be paid prior to reimbursement from federal and state grantors. The General Fund budget and Membership Assessment will be submitted to the General Assembly for approval on May 6, 2021. The General Fund expenditures are described beginning on page 43 and the Membership Assessment Schedule is included on page 56 of the Comprehensive Budget.

#### Indirect Cost Budget

The Indirect Cost budget provides funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program. The proposed Indirect Cost budget is \$23.9 million, which is \$1 million more than FY 2021-22 due to increases in staff costs and IT project costs to support agency priorities (page 49 of the Comprehensive Budget).

Staff developed the FY 2021-22 Indirect Cost Allocation Plan (ICAP) based on Caltrans guidelines. The proposed indirect cost rate is 141.31%. The final ICAP will be submitted to Caltrans for approval in May after the Regional Council approves the budget. The indirect costs that are allocated to the salaries in the OWP and General Fund are \$25.3 million. The difference between the indirect cost budget and the allocated indirect costs is approximately \$1.4 million, which represents an under recovery of costs from FY 2019-20. The under recovery is carried forward, as an adjustment to the calculation of the indirect cost rate, in the FY 2021-22 ICAP.

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### Salaries and Benefits Budget

The proposed budget includes salaries and benefits for 183 positions in the amount of \$31.8 million, which represents an increase of \$2.3 million. Most of this increase, \$1.3 million, is to account for increases in pension costs, the required annual CalPERS unfunded liability payment, and the addition of three new regular/permanent positions. The position changes include the addition of one Deputy Legal Counsel, one Senior Human Resources Analyst, one Lead GIS Enterprise Administrator, and an upgrade of one Planning Manager position to Deputy Director of Planning. The salaries and benefit budget includes performance-based merit increases for staff; however, SCAG proposes to suspend performance-based merit increases for all executive and management staff, resulting in an estimated savings of \$343,000. Also included in the proposed budget is the continuation of the vacation cash-out pilot program. The Regional Council approved the vacation cash-out pilot program, which was initiated in July of 2020. Given the impacts of the on-going pandemic, results on the utilization of this pilot program throughout this pandemic year are not likely indicative of normal usage. As such, the proposed budget includes an extension of the pilot program until such time as a full year of normal operation usage is obtained for final evaluation by the Regional Council. No other changes are proposed to employee benefits. The proposed fringe benefits rate for FY 2021-22 is 78.24% and it is applied to all salaries in the OWP, General Fund and Indirect Cost budget. The employee-associated costs are described beginning on page 47 of the Comprehensive Budget.

### **FISCAL IMPACT:**

There is no immediate fiscal impact as a result of the recommended actions. Staff will return to the Regional Council on May 6, 2021 to recommend adoption of the FY 2021-22 Final Comprehensive Budget.

### **ATTACHMENT(S):**

1. FY 2021-22 Draft Comprehensive Budget
2. Link to FY 2021-22 Draft OWP and Public Comment Form: <https://scag.ca.gov/draft-fy2021-22-owp> \*



DRAFT  
**COMPREHENSIVE BUDGET**  
FISCAL YEAR 2021-2022

March 2021

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

## COMPREHENSIVE BUDGET

**Fiscal Year 2021-22**

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DRAFT  
**COMPREHENSIVE  
BUDGET**  
FISCAL YEAR 2021-2022

**SECTION I**

**Overview**

# ORGANIZATION

## INTRODUCTION

This document contains the Southern California Association of Governments (SCAG) or Association Comprehensive Budget for Fiscal Year (FY) 2021-22.

The annual budget for consists of:

- The Overall Work Program (OWP)  
A federal, state and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing and the environment.
- Federal Transit Administration (FTA) Discretionary & Formula Grant Budget  
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- Transportation Development Act (TDA) Capital & Debt Service Budget  
A budget for the local transportation funds that the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties allocate to SCAG as the multi-county planning agency for the region.
- The General Fund Budget (GF)  
A budget that utilizes Association members' dues for activities not eligible for federal and state funding.
- The Indirect Cost Budget (IC)  
The budget for the administrative and operations support of the Association.
- The Fringe Benefits Budget (FB)  
The budget for the fringe benefits and leave time of Association employees.

# ORGANIZATION

## SCAG ORGANIZATION

SCAG, founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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

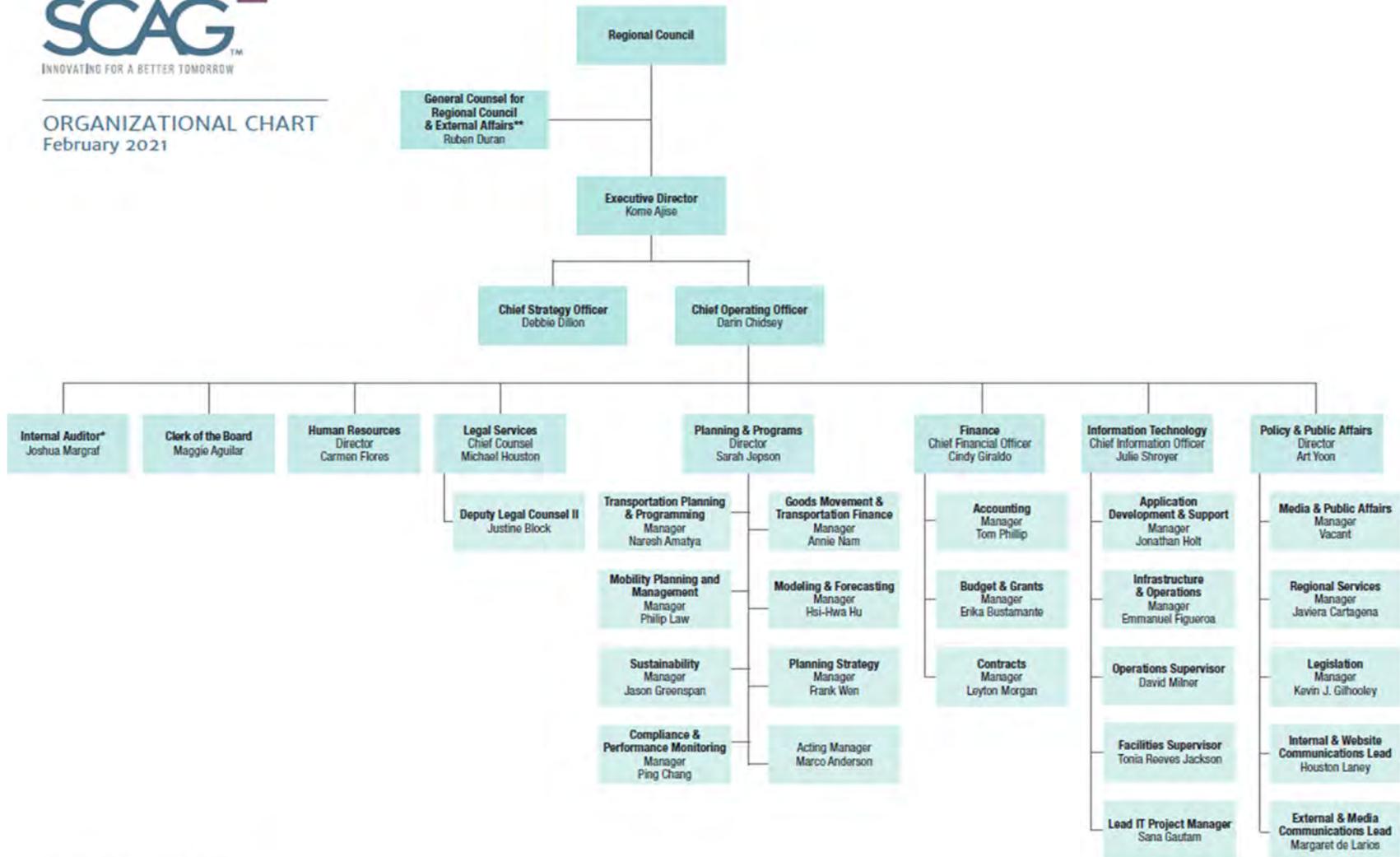
In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. The agency also operates via a number of critical partnerships at the local, state and federal levels. In addition to its federal and state funding partners (Federal Highway Administration (FHWA), FTA, Federal Aviation Administration, California Transportation Commission, California Department of Transportation (Caltrans), etc.), SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2021-22 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2020-21 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

# ORGANIZATION



## ORGANIZATIONAL CHART February 2021



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

AJ/SCAG Org Chart 2021.02.08

# STRATEGIC PLAN

## STRATEGIC PLAN COMPONENTS

### Vision Statement

Southern California's Catalyst for a Brighter Future.

### Mission Statement

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

### Core Values

#### Be Open

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

#### Lead by Example

Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

#### Make an Impact

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

#### Be Courageous

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

# STRATEGIC PLAN

## STRATEGIC PLAN GOALS

### GOAL #1

Produce innovative solutions that improve the quality of life for Southern Californians.

#### Objectives

- A. Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas (GHG) emissions and air pollution.
- B. Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.
- C. Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.
- D. Identify partnership opportunities with the private sector yield public benefits.
- E. Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.
- F. Partner with the broader research community to ensure plans are informed by the most recent research and technology.

### GOAL #2

Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

#### Objectives

- A. Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.
- B. Develop and implement effective legislative strategies at both the state and federal level.
- C. Advocate for the allocation, distribution, and expenditure of resources to meet the region's needs.
- D. Promote and engage partners in a cooperative regional approach to problem-solving.
- E. Act as the preeminent regional convener to shape regional, state, and national policies.

### GOAL #3

Be the foremost data information hub for the region.

#### Objectives

- A. Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.
- B. Become the information hub of Southern California by improving access to current, historical, local, and regional data sets that reduce the costs of planning and increase the efficiency of public services.

# STRATEGIC PLAN

- C. Allocate resources to accelerate public sector innovation related to big data, open data and smart communities with a focus on social equity in the deployment of new technologies across the region.
- D. Develop partnerships and provide guidance by sharing best practices and promoting collaborative research opportunities with universities, local communities and the private sector regionally, nationally, and internationally.
- E. Facilitate regional conversations to ensure data governance structures are in place at the local and regional level to standardize data sets, ensure timely updates of data, and protect the region's data systems and people.
- F. 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.

## GOAL #4

Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

### Objectives

- A. Promote information-sharing and local cost savings with enhanced services to member agencies through networking events, educational and training opportunities, technical assistance, and funding opportunities.
- B. Provide resources and expertise to support local leaders and agencies in implementing regional plans.
- C. Expand SCAG's ability to address local and regional planning and information needs by prioritizing regular engagement with members to develop innovative, insight-driven, and interactive tools.
- D. Promote data-driven decision making, government transparency, and information as public engagement tools to increase opportunities for the public to inform local and regional policy.
- E. Identify, support, and partner with local champions to foster regional collaboration.

## GOAL #5

Recruit, support, and develop a world-class workforce and be the workplace of choice.

### Objectives

- A. Integrate the Strategic Plan into SCAG's day-to-day operations by defining roles and responsibilities across the agency.
- B. Prioritize a diverse and cooperative environment that supports innovation, allows for risk-taking, and provides opportunities for employees to succeed.
- C. Encourage interdepartmental collaboration through the use of formal and informal communication methods.

# STRATEGIC PLAN

- D. Adopt and support enterprise-wide data tools to promote information sharing across the agency.
- E. Anticipate future organizational needs of the agency by developing a systematic approach to succession planning that ensures leadership continuity and cultivates talent.
- F. Invest in employee development by providing resources for training programs, internal mentorship opportunities, and partnerships with universities.
- G. Foster a culture of inclusion, trust, and respect that inspires relationship-building and employee engagement.

## GOAL #6

Deploy strategic communications to further agency priorities and foster public understanding of long- range regional planning.

### Objectives

- A. Leverage cutting-edge communication tools and strategies to maximize connectivity and sustain regional partnerships.
- B. Produce clear and consistent communications, media, and promotional campaigns that exemplify agency values and standards.
- C. Enhance the SCAG brand as a respected and influential voice for the region increasing awareness of agency's work and purpose.
- D. Practice robust public engagement, conducting proactive outreach to traditionally underrepresented communities as well as long-term stakeholders.

## GOAL #7

Secure funding to support agency priorities to effectively and efficiently deliver work products.

### Objectives

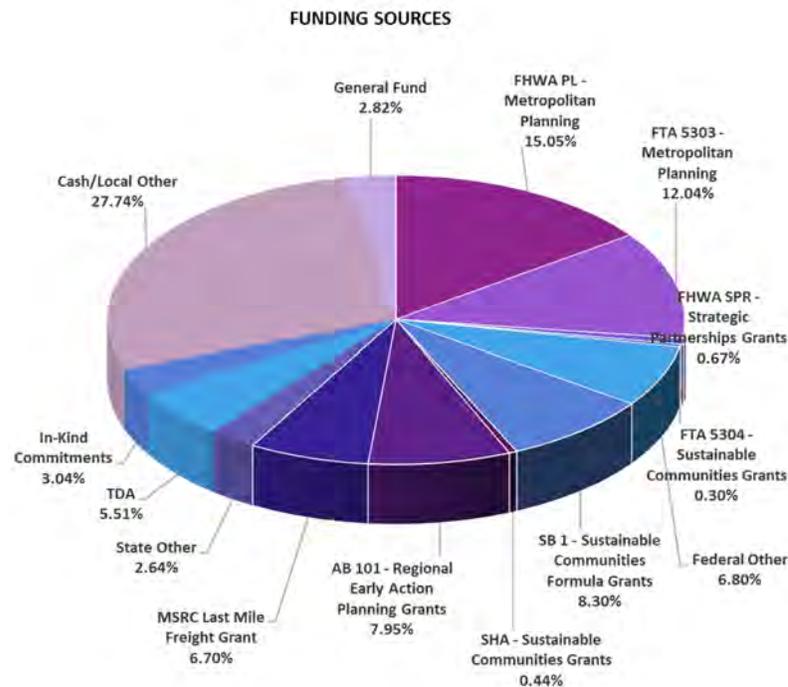
- A. Pursue innovative funding opportunities for planning and infrastructure investments.
- B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.
- C. Pioneer best practices and streamline administrative processes to better support agency activities.
- D. Focus resources to maintain and expand programs that are aligned with agency values.

# COMPREHENSIVE BUDGET

## FY 2021-22 COMPREHENSIVE BUDGET

### Budget Funding Sources

SCAG receives most of its funding from the Federal Consolidated Planning Grant (CPG) which consists of Metropolitan Planning Funds from FHWA (FHWA PL) and FTA (FTA Section 5303). More information on CPG is detailed on page 14. The following chart illustrates the source and relative value of SCAG's funding sources.



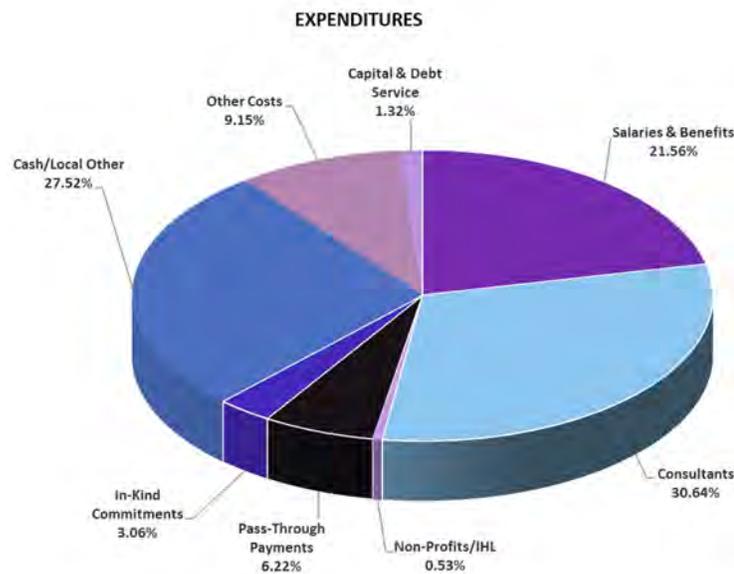
\*May not total 100.00% due to rounding

FUNDING SOURCES	AMOUNT
FHWA PL - Metropolitan Planning	22,450,065
FTA 5303 - Metropolitan Planning	17,965,396
FHWA SPR - Strategic Partnerships Grants	997,365
FTA 5304 - Sustainable Communities Grants	449,146
Federal Other	10,139,159
SB 1 - Sustainable Communities Formula Grants	12,387,815
SHA - Sustainable Communities Grants	651,283
AB 101 - Regional Early Action Planning Grants	11,867,755
MSRC Last Mile Freight Grant	10,000,000
State Other	3,941,739
TDA	8,222,336
In-Kind Commitments	4,529,697
Cash/Local Other	41,384,279
General Fund	4,213,001
<b>SUBTOTAL</b>	<b>149,199,036</b>
Indirect Cost Carryforward	(1,386,985)
<b>TOTAL REVENUES</b>	<b>147,812,051</b>

# COMPREHENSIVE BUDGET

## Budget Expenditures

SCAG allocates its budget into four major expenditure categories. The following chart illustrates the relative values of each category.



EXPENDITURES	AMOUNT
Salaries & Benefits	\$ 31,870,638
Consultants	45,295,523
Non-Profits/IHL	776,245
Pass-Through Payments	9,191,406
In-Kind Commitments	4,529,697
Cash/Local Other	40,678,773
Other Costs	13,518,581
Capital & Debt Service	1,951,188
<b>TOTAL EXPENDITURES</b>	<b>\$ 147,812,051</b>

\*Other includes direct and indirect non-labor costs (see pages 12-13)

\*\*Consultants includes the cost categories: Consultant, Consultant TC, and Cloud Services (see page 12)

# COMPREHENSIVE BUDGET

## Comprehensive Line Item Budget: FY19 through FY22

GL Account	Line Item	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Proposed	% Incr. (Decr)
500XX	Staff	\$ 14,964,261	\$ 16,803,175	\$ 19,255,349	\$ 20,888,216	8%
54300	Consultant	10,578,095	9,785,468	33,324,206	37,595,757	13%
54302	Non-Profits/IHL	82,664	241,527	705,601	776,245	10%
54303	Consultant TC	-	2,946,628	6,919,788	6,064,266	-12%
54340	Legal	155,301	349,807	190,000	160,000	-16%
54360	Pass-Through Payments	2,124,650	1,139,912	3,031,153	9,191,406	203%
55201	Network and Communications	-	-	-	304,000	
55210	Software Support	549,754	624,663	1,606,300	1,148,900	-28%
55220	Hardware Support	296,843	628,362	2,715,000	940,817	-65%
55240	Repair-Maintenance	30,698	54,528	26,500	26,500	0%
55250	Cloud Services	217,816	287,632	2,122,030	1,635,500	-23%
55251	Infrastructure Cloud Services	-	-	-	623,465	
55271	On-Prem Software	-	-	-	247,690	
55275	Co-location Services	-	-	-	250,000	
5528X	3rd Party Contributions	3,326,903	3,811,280	5,569,260	5,196,863	-7%
55310	Furniture & Fixture Principal	228,569	239,928	251,852	264,368	5%
55315	Furniture & Fixture Interest	50,598	39,239	27,315	14,799	-46%
55320	Audio-Visual Equipment Principal	126,639	133,702	141,160	149,034	6%
55325	Audio-Visual Equipment Interest	33,198	26,135	18,678	10,804	-42%
55400	Office Rent / Operating Expense	816,099	1,531,303	2,192,805	2,302,445	5%
55410	Office Rent Satellite	171,470	183,093	260,000	278,200	7%
55415	Off-Site Storage	3,866	10,773	5,000	14,124	182%
55420	Equipment Leases	61,180	62,977	100,000	100,000	0%
55430	Equipment Repair-Maintenance	38,090	1,690	1,000	1,000	0%
55435	Security Services	58,139	42,265	100,000	100,000	0%
55440	Insurance	226,247	300,142	285,931	315,000	10%
55441	Payroll / Bank Fees	27,536	25,839	30,000	32,500	8%
55445	Taxes	2,523	901	5,000	5,000	0%
55460	Materials & Equipment < \$5,000	37,173	4,401	64,000	54,000	-16%
55510	Office Supplies	59,810	47,824	73,800	73,800	0%
55520	Graphic Supplies	13,333	3,648	9,000	9,000	0%
55530	Telephone	136,091	153,719	195,000	-	-100%
55540	Postage	9,998	288	10,000	10,000	0%
55550	Delivery Services	4,088	4,116	5,000	5,000	0%
55580	Outreach/Advertisement	93,808	10,642	50,000	64,000	28%
55600	SCAG Memberships	206,919	201,241	208,200	229,800	10%
55610	Professional Memberships	9,130	8,739	13,000	13,000	0%
55611	Professional Dues	600	1,414	1,350	1,350	0%
55620	Resource Materials/Subscriptions	320,250	333,716	672,300	1,210,480	80%
55700	Depreciation - Furniture & Fixture	170,183	170,183	185,000	250,330	35%
55715	Amortization - Software	91,018	-	-	-	
55720	Amortization - Lease	70,623	74,170	75,000	75,000	0%
55730	Capital Outlay	141,433	26,232	100,000	1,512,183	1412%
55800	Recruitment - Advertising	7,645	12,727	25,000	25,000	0%
55801	Recruitment - Other	17,930	58,690	45,000	45,000	0%
55810	Public Notices	59,136	86,835	97,500	67,500	-31%
55820	Staff Training	1,973	22,427	30,000	30,000	0%
55830	Networking Meetings/Special Events	12,603	9,201	24,000	24,000	0%
55840	Training Registration	53,890	39,739	65,000	65,000	0%
55860	Scholarships	32,000	36,000	36,000	44,000	22%
55910	RC/Committee Meetings	9,469	-	15,000	15,000	0%
55912	RC Retreat	-	12,616	13,000	13,000	0%
55914	RC General Assembly	640,155	59,534	611,500	611,500	0%

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# COMPREHENSIVE BUDGET

## Comprehensive Line Item Budget: FY19 thru FY22 (continued)

GL Account	Line Item	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Proposed	% Incr. (Decr)
55915	Demographic Workshop	27,423	-	28,000	28,000	0%
55916	Economic Summit	84,937	86,957	85,000	85,000	0%
55918	Housing Summit	-	-	20,000	20,000	0%
55920	Other Meeting Expense	108,558	74,078	112,250	108,000	-4%
55930	Miscellaneous Other	185,868	93,307	1,971,894	210,400	-89%
55931	Miscellaneous Labor	-	-	-	247,279	
55932	Miscellaneous Labor Future	-	-	-	2,087,384	
55935	Wellness	-	6,560	-	-	
55936	Engagement Committee	-	390	20,000	20,000	0%
55937	Employee Recognition	-	3,715	15,000	15,000	0%
55938	Department Allowances	-	6,055	15,000	15,000	0%
55940	Stipend-RC Meetings	194,130	201,430	195,000	202,000	4%
55950	Temporary Help	40,718	34,036	106,000	108,317	2%
55980	Contingency - General Fund	(5,428,815)	3,937,569	260	-	-100%
55995	Disallowed Grant Costs	4,832,192	-	-	-	
56100	Printing	54,410	9,765	50,000	42,000	-16%
58100	Travel	197,669	162,118	374,766	215,300	-43%
58101	Travel - Local	69,800	51,313	75,000	72,500	-3%
58110	Mileage	69,983	38,619	79,000	79,000	0%
58150	Staff Lodging Expense	12,880	10,114	13,000	13,000	0%
58800	RC Sponsorships	251,433	105,085	150,000	165,000	10%
59090	Expense - Local Other	465,138	407,898	877,163	40,011,607	4461%
60041	Vacation Cash Out	-	-	266,967	266,967	0%
60110	Retirement-PERS	4,203,649	4,912,388	6,018,361	6,631,379	10%
60120	Retirement-PARS	75,344	76,851	76,595	78,127	2%
60200	Health Insurance - Active Employees	1,247,798	1,355,306	1,670,400	1,756,800	5%
60201	Health Insurance - Retirees PAYGO	560,022	561,875	698,772	698,772	0%
60202	Health Insurance - Retirees GASB 45	320,067	118,911	-	-	
60210	Dental Insurance	181,403	198,457	277,049	283,678	2%
60220	Vision Insurance	50,027	54,040	74,275	79,575	7%
60225	Life Insurance	86,869	94,337	92,345	97,689	6%
60240	Medicare Tax Employers Share	197,770	241,991	270,866	297,539	10%
60250	Medicare Tax ER - Interns	3,438	2,597	6,931	4,031	-42%
60255	Social Security ER - Interns	14,699	11,104	36,567	21,267	-42%
60300	Tuition Reimbursement	24,986	26,573	43,776	43,776	0%
60310	Transit Passes	123,557	106,153	212,795	212,795	0%
60315	Bus Passes NT - Interns	15,395	10,209	38,174	22,201	-42%
60320	Carpool Reimbursement	420	280	420	-	-100%
60360	De Minimis Employee Exp	-	55,400	-	-	
60365	De Minimis Employee Exp Interns	-	2,200	-	-	
60400	Workers Compensation Insurance	205,585	184,205	205,585	184,205	-10%
60405	Unemployment Compensation Insurance	40,469	13,464	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	74,427	81,448	91,254	93,654	3%
60415	SCAG 457 Match	102,915	113,455	109,000	113,000	4%
60450	Benefits Administrative Fees	3,474	3,789	43,400	43,967	1%
60500	Automobile Allowance	26,412	17,565	18,000	18,000	0%
	<b>Total</b>	<b>45,095,447</b>	<b>54,120,678</b>	<b>95,981,443</b>	<b>147,812,051</b>	<b>54%</b>

\*Totals may not add due to rounding



DRAFT  
**COMPREHENSIVE  
BUDGET**  
FISCAL YEAR 2021-2022

**SECTION II**

**Budget Components**

# OVERALL WORK PROGRAM

## OVERALL WORK PROGRAM (OWP)

### THE FLOW OF FUNDS

Traditionally, the majority of OWP funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via Caltrans.

### SUMMARY OF REVENUE SOURCES

#### Consolidated Planning Grant (CPG)

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

##### 1. FHWA Metropolitan Planning (FHWA PL)

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

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

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

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

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

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

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

# OVERALL WORK PROGRAM

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

Funds local and regional multimodal transportation and land use planning projects that further the region’s RTP/SCS, contribute to the State’s GHG reduction targets, and assist in achieving other State goals. Caltrans awards these grants through an annual, competitive selection process.

### Sustainable Communities Competitive Grants

Beginning in FY 2017-18, the Sustainable Communities Competitive Grants reside under the Sustainable Transportation Planning Grant Program and include the traditional State Highway Account (SHA) funds and Senate Bill (SB) 1 funds that are deposited into the Road Maintenance and Rehabilitation Account (RMRA). Caltrans awards these grants through an annual, competitive selection process.

#### SHA, Sustainable Communities Grants

Funds local and regional multimodal transportation and land use planning projects that further the region’s RTP/SCS, contribute to the State’s GHG reduction targets, and assist in achieving other State goals.

### Sustainable Communities Formula Grants

Beginning in FY 2017-18, approximately \$12.5 million in Sustainable Communities Formula Grants from SB 1 reside under the Sustainable Transportation Planning Grant Program and are allocated via formula (consistent with the FHWA PL formula) to the 18 MPOs. These funds are for local and regional multimodal transportation and land use planning projects that further the region’s RTP/SCS, contribute to the State’s GHG reduction targets, and assist in achieving other State goals.

### Local Funds

Each of the funding sources described above requires that local cash or in-kind services be provided as match. The Association uses a combination of the following sources for match:

#### TDA

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

# OVERALL WORK PROGRAM

## Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. In addition, local agencies such as Transportation Commissions periodically provide funding for specific projects such as localized modeling work.

## In-Kind Match

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

## FTA Pass-Through Funds

As the Designated Recipient of Section 5339 and Section 5312 FTA funds, SCAG is required to pass them through to eligible public agencies. SCAG administers these grant programs which provide capital funding to replace, rehabilitate and purchase buses, vans, and fixed guideway, as well as to construct related facilities and to purchase related equipment.

## Special Grant Funds

SCAG receives various discretionary grant funds to carry out a wide array of planning programs such as Go Human Campaign, Pedestrian and Bicycle Safety Program, Clean Cities Coalition, Future Communities Pilot Program, Last Mile Freight Program, and Caltrans Local Assistance Active Transportation Program.

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

State Health & Safety Code Section 44225 (AB2766) established MSRC to develop a work program to fund projects which help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides to SCAG the financial assistance which primarily supports Go Human Campaign, Future Communities Pilot Program, and Last Mile Freight Program.

## Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Funds

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

# OVERALL WORK PROGRAM

## Department of Energy/National Energy Tech Lab Funds

The Department of Energy/National Energy Tech Lab provides financial assistance to fund projects which provide technical aid and targeted outreach, within the coalition's territory, to raise awareness and foster a greater understanding of alternative fuels and advanced vehicle technologies in order to increase the market and decrease petroleum dependence.

## Active Transportation Program (ATP) Funds

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

## Regional Early Action Planning (REAP) Grants Program

The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production in order to meet housing needs as determined by the sixth Regional Housing Needs Assessment (RHNA). Up to \$47.5 million is available for SCAG under the REAP Grants Program for eligible activities. This budget includes an advance allocation of the REAP Grants Program funds awarded to SCAG on April 14, 2020 in the amount of \$11,867,755.75.

# OVERALL WORK PROGRAM

## OWP BUDGET DOCUMENT

The core regional transportation planning document is the OWP and its core product is completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis, and:

- Introduces the agency
- Provides users with an overview of the region
- Focuses on the SCAG regional planning goals and objectives

The OWP serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 of the following calendar year. The OWP includes three component pieces:

1. Regional Prospectus

The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:

- The region's regional planning approach
- The agency's organizational structure and interagency arrangements
- An overview of governmental and public involvement
- The progress made towards implementing the RTP/SCS

2. Program/Work Elements

The Program/Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, on-going and future year's work to be completed. It also includes the sources and uses of funds.

3. Budget Revenue & Expenditure Reports

These summary reports are a listing of all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA do not include special federal and state grants.

# OVERALL WORK PROGRAM

## OWP LINE ITEM BUDGET

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

Following the budget tables are brief descriptions of each project in the OWP.

Cost Category	FY21 Adopted	FY22 Proposed	Incr (Decr)
500XX Staff	9,434,096	9,919,926	\$ 485,830
54300 Consultant	30,910,906	34,374,938	3,464,032
54302 Non-Profits/IHL	705,601	776,245	70,644
54303 Consultant TC	6,919,788	6,064,266	(855,522)
55305 Cloud Services	2,122,030	1,635,500	(486,530)
54340 Legal	50,000	-	(50,000)
55210 Software support	250,000	600,000	350,000
5528X Third party contribution	5,569,260	5,196,863	(372,397)
55415 Off-Site Storage	-	9,124	9,124
55520 Graphic supplies	5,000	5,000	-
55580 Outreach/Advertisement	50,000	64,000	14,000
55620 Resource materials/subscriptions	610,000	1,150,380	540,380
55810 Public notices	95,000	65,000	(30,000)
55830 Networking Meetings/Special Events	4,000	4,000	-
55920 Other meeting expense	23,250	19,000	(4,250)
55930 Miscellaneous other	1,818,730	83,445	(1,735,285)
55931 Miscellaneous labor	-	159,695	159,695
55932 Miscellaneous labor, future	-	2,087,384	2,087,384
56100 Printing	17,000	9,000	(8,000)
58100 Travel	213,966	54,500	(159,466)
58101 Travel-local	7,500	5,000	(2,500)
58110 Mileage	24,000	24,000	-
<b>Sub-total</b>	<b>\$ 58,830,127</b>	<b>62,307,266</b>	<b>\$ 3,477,139</b>
51000 Fringe benefits	7,290,965	7,646,043	\$ 355,078
51001 Indirect costs	21,907,080	24,823,201	\$ 2,916,121
<b>Total</b>	<b>\$ 88,028,172</b>	<b>94,776,510</b>	<b>\$ 6,748,338</b>

\*Totals may not add due to rounding

# OVERALL WORK PROGRAM

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

Program		FY22 Proposed Budget			
		Total *	Other Costs	Consultant	Consultant TC
010	System Planning	1,613,750	897,750	-	716,000
015	Transportation Finance	858,603	458,603	-	400,000
020	Environmental Planning	1,706,567	1,556,567	-	150,000
025	Air Quality and Conformity	831,215	761,215	-	70,000
030	Federal Transportation Improvement Program (FTIP)	2,294,696	2,294,696	-	-
045	Geographic Information Systems (GIS)	5,452,758	4,712,942	-	739,816
050	Active Transportation Planning	1,156,546	1,001,296	65,000	90,250
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	3,794,222	3,378,882	45,340	370,000
060	Corridor Planning	87,467	87,467	-	-
065	Sustainability Program	1,059,295	1,009,295	50,000	-
070	Modeling	8,856,256	7,378,756	350,000	1,127,500
080	Performance Assessment & Monitoring	593,694	593,694	-	-
090	Public Information and Communications	3,640,583	3,232,583	-	408,000
095	Regional Outreach and Public Participation	4,211,111	3,844,811	-	366,300
100	Intelligent Transportation Systems (ITS)	322,832	96,432	-	226,400
120	OWP Development and Administration	1,514,311	1,514,311	-	-
130	Goods Movement	2,528,782	1,803,782	-	725,000
140	Transit and Rail Planning	1,213,644	788,644	-	425,000
145	Sustainable Communities, Strategic Partnerships and Adaptation Planning Grant Program	2,204,454	257,274	1,947,180	-
155	Sustainable Communities Planning Grant Program - State Highway Account	830,882	114,776	716,106	-
225	Special Grant Projects	5,240,813	1,412,073	3,828,740	-
230	Regional Aviation and Airport Ground Access Planning	423,260	423,260	-	-
265	Express Travel Choices Phase III	108,574	58,574	-	50,000
267	Clean Cities Program	90,357	90,357	-	-
275	Sustainable Communities Program	5,703,332	1,101,556	4,601,776	-
280	Future Communities Initiative	6,170,347	2,071,284	4,099,063	-
290	Research, Planning and Engagement for Sustainable Communities	5,385,483	4,216,338	1,169,145	-
300	Regional Early Action Planning (REAP) Grants Program - AB 101	11,867,755	2,929,667	8,938,088	-
310	Planning Strategy Development and Implementation	4,961,613	4,561,613	200,000	200,000
315	Last Mile Freight Program - MSRC	10,053,308	53,308	10,000,000	-
<b>Total Costs</b>		<b>94,776,510</b>	<b>52,701,806</b>	<b>36,010,438</b>	<b>6,064,266</b>

\*Totals may not add due to rounding

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

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# OVERALL WORK PROGRAM

## PROGRAM/WORK ELEMENTS

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

### 010 System Planning

Manager: Naresh Amatya

#### Program Objective:

Transportation System Planning involves long-term planning for system preservation, system maintenance, optimization of system utilization, system safety, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, and update the RTP/SCS. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. The focus of FY 2021-22 will be to develop a framework and work with our partners towards implementation of the adopted 2020 RTP/SCS (Connect SoCal). SCAG will ensure that Connect SoCal is consistent with state and federal requirements while addressing the region's transportation needs.

#### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

### 015 Transportation Finance

Manager: Annie Nam

#### Program Objective:

This work program is critical to addressing some of SCAG's core activities—specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast through the RTP/SCS planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2021-22, this work program will continue development of the Connect SoCal financial plan.

# OVERALL WORK PROGRAM

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 020 Environmental Planning

Manager: Ping Chang

### Program Objective:

Prepare environmental documentation to ensure regulatory compliance with applicable federal and state laws. Review environmental plans, programs, and projects of regional significance. Monitor changes in environmental compliance requirements such as OPR's update to the State California Environmental Quality Act (CEQA) Guidelines and recent case laws regarding CEQA litigation. The focus of FY 21-22 will be developing Addendums to the Connect SoCal Program Environmental Impact Report (PEIR), as needed, pursuant to CEQA. SCAG will initiate a CEQA Program that provides services to SCAG and local jurisdictions. Work efforts would include assisting with CEQA streamlining and exemptions for housing and transit priority projects, strategies for regional mitigation, implementing SCAG mitigation measures, serve in an advisory capacity for updates to the State CEQA Guidelines, coordination with sister agencies (CARB, SCAQMD, Etc.) to develop a cohesive and regionally consistent way to evaluate environmental impacts.

On environmental justice, SCAG staff will also monitor potential changes to EJ requirements and related policies (i.e. SB1000, AB617), provide support services to member agencies, as needed, to ensure regulatory compliance, and provide on-going outreach opportunities with local jurisdictions and EJ stakeholders to discuss and collect input on environmental justice issues relevant to the region by means of the Environmental Justice Working Group. And SCAG staff will use these outreach opportunities to monitor implementation of EJ policies and assist local jurisdictions that may benefit from SCAG's wide range of EJ analysis and data.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

## 025 Air Quality and Conformity

Manager: Ping Chang

### Program Objective:

Oversee and/or perform regional transportation conformity and GHG emission analyses. Ensure that the RTP/SCS, FTIP and their amendments meet federal transportation Conformity requirements and state SB 375 regional GHG emission reduction targets. Oversee and/or provide support for SCAG air quality planning, analysis, documentation, and policy implementation. This includes collaboration with the California Air Resources Board (ARB) and local air districts in the SCAG region in developing air quality management plans/state implementation plans (AQMPs/SIPs), including new transportation conformity emission budgets to meet federal transportation conformity requirements. Facilitate federally required interagency consultation via SCAG's Transportation Conformity Working Group (TCWG), including the processing and acting as clearinghouse for the particulate matter (PM) hot spot analysis for transportation projects within the region. Continue the process to ensure the timely implementation of transportation control measures (TCMs). Continue to track and participate in relevant air quality rulemaking. Collaborate with six County Transportation Commissions in the SCAG region to compile, review, and upload federally required information for projects funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 030 Federal Transportation Improvement Program (FTIP)

Manager: Naresh Amatya

### Program Objective:

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects programmed over a six-year period. The FTIP is the program that implements the RTP. The currently approved FTIP is the 2019 FTIP and was federally approved and found to conform on December 17, 2019. The program contains approximately \$34.6 billion worth of projects beginning FY 2018-19 to FY 2023-24. The FTIP must include all federally funded

# OVERALL WORK PROGRAM

transportation projects in the region, as well as all regionally significant transportation projects and projects for which approval from a federal agency is required regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP/SCS in accordance with federal and state requirements. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation. While the 2019 FTIP continues to be amended, SCAG's Regional Council will be approving the 2021 FTIP in March 2021 and receive federal approval on April 16, 2021. The 2021 FTIP includes approximately 2,000 projects for the region, totaling nearly \$35.3 billion over a six-year period. SCAG continues work with consultant to enhance the functionality of programming and performance monitoring databases that support the program.

## Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 045 Geographic Information Systems (GIS)

Manager: Hsi-Hwa Hu & Jonathan Holt

### Program Objective:

The GIS program provides agency-wide GIS support to foster widespread use of geographic data in data-driven planning, geospatial analysis, data visualization, GIS mapping, as well as GIS application development. To enhance efficient GIS workflow, staff applies GIS programming and automation techniques to streamline regional geospatial database development and maintenance processes. GIS staff establishes innovative analytical and visualization methodology to facilitate and support policy and planning analysis. In addition, GIS staff provides professional GIS technical support and training to SCAG staff and member jurisdictions. To support SCAG's ongoing role as a Regional Information Center, the program manages and maintains all kinds of data and information for policy and planning analysis for Southern California, and provides data support and mapping capabilities to better serve the needs of the agency and stakeholders.

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

# OVERALL WORK PROGRAM

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 050 Active Transportation Planning

Manager: Philip Law

### Program Objective:

Staff will continue to research and explore opportunities and partnerships to implement the core regional active transportation strategies. In addition, staff will develop partnerships and strategies that are coordinated with the rapid deployment of micro-mobility services to advance complete streets goals and reduce the use of SOVs for short trips. Staff will also work with Caltrans, counties, and individual cities to fund local active transportation plans and multi-jurisdictional active transportation projects that are part of Connect SoCal, the 2020 RTP/SCS.

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

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

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## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 055 Regional Forecasting, Socioeconomic Technical & Policy Analysis

Manager: Hsi-Hwa Hu/Jason Greenspan

## Program Objective:

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

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

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 060 Corridor Planning

Manager: Naresh Amatya

### Program Objective:

Provide input to the RTP/SCS on the design concept and scope of major transportation corridor investments, as identified upon the completion of corridor planning studies conducted under this work element and in partnership with other agencies. Initiate and/or support our partners in developing comprehensive, multi-modal and sustainable corridor plans that will meet the needs of the region, including mobility choices, well maintained, sustainable and safer transportation system. Ensure that corridor planning studies are completed in accordance with federal transportation planning requirements as identified in 23 CFR 450.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 065 Sustainability Program

Manager: Jason Greenspan

### Program Objective:

SCAG’s Sustainability Program is a core effort for implementing the Connect SoCal, the 2020 RTP/SCS. The program demonstrates that the region can achieve mobility, air quality, and public health goals through local land use and policy changes along with targeted transportation investments. The program also focuses on developing regional resiliency strategies; explores pressing issues and possible challenges Southern California’s residents may face in the coming decades, including climate change impacts to public health; furthers the region’s ability to model the impacts of transportation and land use changes on public health; and considers ways to

# OVERALL WORK PROGRAM

address potential disruptions to anticipated regional development patterns and transportation investments.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

## 070 Modeling

Manager: Hsi-Hwa Hu & Emmanuel Figueroa

### Program Objective:

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

## Strategic Plan:

Supports Goal #3 – Be the Foremost Data Information Hub for the Region.

## 080 Performance Assessment & Monitoring

Manager: Ping Chang

### Program Objective:

Provide performance assessment and monitoring of the SCAG region that is consistent with federal performance-based planning, monitoring, and reporting guidance. Ensure the region is on

# OVERALL WORK PROGRAM

track toward achieving the goals of the 2020 RTP/SCS (Connect SoCal) and in the implementation of Connect SoCal. Performance Assessment & Monitoring tasks include the collection and analysis of data needed to identify and evaluate regional growth and development trends, transportation system performance, environmental quality, regional sustainability and climate resilience, public health, and the socioeconomic well-being of the SCAG population, including household income and housing affordability. The results of the monitoring and assessment program provide the basis for informed policy making and support plan implementation, particularly in relation to regional transportation planning and required federal performance monitoring and reporting. The provision of assistance to our local jurisdictions in the implementation of the new CEQA transportation impact assessment requirements per SB 743 is also included in this task item. This program also works with the California Department of Transportation in the coordination and data collection mandated under the Highway Performance Monitoring System (HPMS).

## Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

## 090 Public Information & Communications

Manager: Margaret de Larios

## Program Objective:

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

## Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public

# OVERALL WORK PROGRAM

understanding of long-range regional planning.

## 095 Regional Outreach & Public Participation

Manager: Javiera Cartagena

### Program Objective:

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

### Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

## 100 Intelligent Transportation Systems (ITS)

Manager: Philip Law

### Program Objective:

Continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the updated Regional ITS Architecture. Maintain the web-accessible Architecture and provide documentation to maximize usability of the Architecture and ensure on-going maintenance. Seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

# OVERALL WORK PROGRAM

## 120 OWP Development & Administration

Manager: Erika Bustamante

### Program Objective:

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

### Strategic Plan:

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 130 Goods Movement

Manager: Annie Nam

### Program Objective:

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process, including efforts to refine and support the implementation of the Comprehensive Regional Goods Movement Plan and Implementation Strategy. This strategy includes proposals set forth in Connect SoCal, the 2020 RTP/SCS.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 140 Transit and Rail Planning

Manager: Philip Law

### Program Objective:

Support and engage transit and rail operations in corridor and regional planning efforts and in

# OVERALL WORK PROGRAM

further refining the transit and rail strategies for inclusion in future updates to Connect SoCal. Monitor FTA rulemaking and guidance related to new provisions for performance-based planning and coordinate with transit operators to address specific requirements related to transit safety and transit asset management (TAM), as they relate to metropolitan transportation planning. Assess and monitor regional transit system performance. Work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs with the transit operators.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

## 145 Sustainable Communities, Strategic Partnerships and Adaptation Planning Grant Program

Manager: Erika Bustamante

## Program Objective:

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

## Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 155 Sustainable Communities Planning Grant Program – State Highway Account

Manager: Erika Bustamante

## Program Objective:

To encourage local and regional planning that furthers state goals; to identify and address

# OVERALL WORK PROGRAM

statewide, interregional, or regional transportation deficiencies on the State highway system; and to support planning actions at the local and regional levels that advance climate change efforts on the transportation system.

## Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 225 Special Grant Projects

Manager: Frank Wen

## Program Objective:

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. Grants assist the region and local agencies to better integrate land use, technology and transportation planning to develop alternatives for addressing growth, sustainability and to assess efficient infrastructure investments that meet community needs. In addition, staff has secured multiple grants to support Go Human, a Regional Active Transportation Safety and Encouragement Campaign. The Campaign will be implemented in partnership with the six county health departments and six county transportation commissions and aims to increase levels of active transportation while reducing collisions. The multi-faceted campaign will include partnering with local agencies on demonstration projects, coordinating safety trainings and workshops, and increasing public awareness of the rules of the road through outreach and advertising partnerships,

SCAG will also administer an ATP grant to develop a regional template for active transportation plans in disadvantaged communities. The template will be used to partner with at least six cities to prepare active transportation plans.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 230 Regional Aviation & Airport Ground Access Planning

Manager: Naresh Amatya

### Program Objective:

Monitor progress of the 2020 RTP/SCS Aviation Program. Continue ongoing work on regional airport and airport ground access planning. Explore new areas of research on aviation systems planning. Gather and analyze aviation and transportation data. Share data and information with stakeholders. Collaborate with partners through ongoing communication and participation on working groups and committees, Manage and convene the Aviation Technical Advisory Committee. Begin long-term planning and data collection for updating the Aviation Element in the 2024 RTP/SCS.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 265 Express Travel Choices Phase III

Manager: Annie Nam

### Program Objective:

Update the Regional Express Lanes Concept of Operations and associated research to facilitate the buildout of the planned express lane system. Conduct related managed lanes and value

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pricing research.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 267 Clean Cities Program

Manager: Jason Greenspan

### Program Objective:

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

### Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

## 275 Sustainable Communities Program

Manager: Jason Greenspan

### Program Objective:

The Sustainable Communities Program (SCP) is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. This collaborative initiative provides assistance to member local jurisdictions to coordinate sustainable transportation, land use and regional policies and issues in local planning. The SCP seeks to provide needed planning resources to local jurisdictions for sustainability planning efforts; develop local plans that support the implementation of the Connect SoCal, the 2020 RTP/SCS; and increase the region's competitiveness for federal and state funds. The program seeks planning solutions to local growth challenges and results in strategies that promote local and regional sustainability through the integration of transportation and land use, with particular focus on developing and practical

# OVERALL WORK PROGRAM

strategies to reduce greenhouse gases. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 280 Future Communities Initiative

Manager: Hsi-Hwa Hu & Philip Law

## Program Objective:

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

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

# OVERALL WORK PROGRAM

## **290 Research, Planning and Engagement for Sustainable Communities**

Manager: Jason Greenspan & Annie Nam

### **Program Objective:**

SCAG staff initiated the implementation of the 2016 RTP/SCS immediately after its adoption, and has since launched research, planning and studies in preparation for the 2020 SCS. Much of SCAG's research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through advancing mode shift, transportation demand management, operational efficiency, system accessibility, and integration of future transportation, employment and land use.

### **Strategic Plan:**

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## **300 Regional Early Action Planning (REAP) Grants Program – AB 101**

Manager: Ping Chang

### **Program Objective:**

To accelerate housing production region-wide, SCAG staff will develop a variety of programs to assist local jurisdictions, subregional partners, and stakeholders. The REAP grants program is intended to promote housing production through planning, strategies, and best practices and SCAG staff will encourage the coordination of REAP funding directed toward jurisdictions with other Statewide funding sources directly provided to jurisdictions. The REAP grants program will provide education and technical assistance throughout the region to meet housing need.

### **Strategic Plan:**

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

## 310 Planning Strategy Development and Implementation

Manager: Frank Wen

### Program Objective:

This project will develop a strategic framework for implementing, monitoring, and conducting performance assessment of the current Connect SoCal (2020 Regional Transportation Plan/Sustainable Communities Strategy) and integrating existing strategies with emerging trends and technologies and coordinating across all SCAG departments to develop of the next Connect SoCal (2024 RTP/SCS). This project will coordinate and advance planning division priorities and major work programs, and coordinate projects that fall in different departments. Additionally, this program will foster partnerships with federal, state, regional, and local agencies, and identify, seek, and manage resources to advance portfolio projects. To accomplish above objectives, the Planning Strategy Department will coordinate planning teams in the following program areas: Connect SoCal Strategy Teams, Planning Studios—Equity, Education & Engagement, Resilience, Connect SoCal Monitoring and Performance Measurement/Assessment, Local Planning and Program Assistance, and Local Jurisdiction Technical and Information Assistance.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 315 Last Mile Freight Program – MSRC

Manager: Annie Nam

### Program Objective:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is intended to achieve immediate

# OVERALL WORK PROGRAM

reductions in criteria pollutants and greenhouse gas emissions from commercially deployed vehicles/equipment serving the last mile delivery market. The LMFP will inform both industry and the public regarding zero-emissions/near-zero emissions vehicle/equipment and supporting infrastructure performance and how this information can be used to scale emissions reductions to contribute to regional air quality goals.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# FTA GRANT BUDGET

## FTA DISCRETIONARY AND FORMULA GRANT BUDGET

### Program Overview

SCAG is the Designated Recipient of FTA Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Pursuant to the two-year transportation reauthorization bill that was signed into Law on July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-131), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment.

### Line Item Budget

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

Cost Category	FY21 Adopted	FY22 Proposed	Incr (Decr)
<b>500XX Staff</b>	\$ 43,832	\$ 36,504	\$ (7,328)
<b>54300 SCAG Consultant</b>	\$ -	\$ 240,000	\$ 240,000
<b>54360 Pass Through Payments</b>			
Riverside Transit Agency	1,492,532	1,492,532	-
SunLine Transit Agency	1,132,988	1,148,370	15,382
Metro-Foothill	405,633	4,550,504	4,144,871
ATNs'	-	2,000,000	2,000,000
<b>54360 Total</b>	\$ 3,031,153	\$ 9,191,406	\$ 6,160,253
<b>55930 Miscellaneous Other</b>	\$ 106,664	\$ 95,455	\$ (11,209)
<b>55931 Miscellaneous Labor</b>	\$ -	\$ 87,584	\$ 87,584
<b>59090 Exp Local Other</b>			
Riverside Transit Agency	372,901	372,901	-
SunLine Transit Agency	208,941	211,734	2,793
Metro-Foothill	295,321	8,120,899	7,825,578
ATNs'	-	31,306,073	31,306,073
<b>59090 Total</b>	\$ 877,163	\$ 40,011,607	\$ 39,134,444
<b>Sub-total</b>	\$ 4,058,812	\$ 49,662,556	\$ 45,603,744
<b>51000 Fringe Benefits</b>	\$ 34,979	\$ 28,561	\$ (6,418)
<b>51001 Indirect Costs</b>	\$ 103,226	\$ 91,941	\$ (11,285)
<b>Total</b>	\$ 4,197,017	\$ 49,783,058	\$ 45,586,041

# TDA BUDGET

## TDA BUDGET

### Program Overview

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

### Line Item Budget

In FY 2021-22, the TDA budget includes \$7,795,869 for non-capital (consultants and staff related costs), and \$426,467 for debt service payments for furniture/fixtures and audio-visual equipment for the new SCAG offices.

The following table shows the TDA line item budget.

	FY21 Adopted	FY22 Proposed	Incr (Decr)
<b>REVENUES:</b>			
TDA Revenue	\$ 6,312,424	\$ 5,059,952	\$ (1,252,472)
Transfer from Fund Balance	1,367,921	3,162,384	1,794,463
<b>Total Revenues</b>	<b>7,680,345</b>	<b>8,222,336</b>	<b>541,991</b>
<b>EXPENDITURES:</b>			
500XX Staff	\$ 1,016,346	\$ 1,284,073	\$ 267,727
54300 SCAG consultant	2,587,494	1,728,931	(858,563)
54302 Non-Profits/IHL	80,933	156,622	75,689
55210 Software Support	-	5,735	5,735
55250 Cloud Services	331,927	276,122	(55,805)
55520 Graphic Supplies	5,000	5,000	-
55580 Outreach/Advertisement	-	1,605	1,605
55920 Other meeting expense	1,250	-	(1,250)
55930 Miscellaneous other	90,692	34,797	(55,895)
55931 Miscellaneous labor	-	36,125	36,125
55932 Miscellaneous labor, future	-	225,952	225,952
58100 Travel	17,450	23,500	6,050
<b>Sub-total</b>	<b>4,131,092</b>	<b>3,778,462</b>	<b>(352,630)</b>
51000 Fringe benefits - Reg Staff	698,796	848,219	149,423
51003 Fringe benefits - Intern	28,724	40,839	12,115
51001 Indirect Cost	2,304,917	3,128,349	823,432
<b>Non-Capital</b>	<b>\$ 7,163,529</b>	<b>\$ 7,795,869</b>	<b>\$ 632,340</b>
55310 F&F Principal	251,852	264,368	12,516
55315 F&F Interest	19,237	10,423	(8,814)
55320 AV Principal	141,160	149,034	7,874
55325 AV Interest	4,567	2,642	(1,925)
55730 Capital Outlay	100,000	-	(100,000)
<b>Capital &amp; Debt Service</b>	<b>\$ 516,816</b>	<b>\$ 426,467</b>	<b>\$ (90,349)</b>
<b>Total Expenditures</b>	<b>\$ 7,680,345</b>	<b>\$ 8,222,336</b>	<b>\$ 541,991</b>

# GENERAL FUND BUDGET

## GENERAL FUND BUDGET (GF)

### Program Overview

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

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

### Membership Dues Assessments

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

# GENERAL FUND BUDGET

## General Fund Line Item Budget

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

		FY20 Actual	FY21 Adopted Budget	FY22 Proposed Budget	FY21 Adopted To FY22 Proposed Incr (Decr)
<b>REVENUE:</b>	Membership Dues:				
	Counties	315,132	320,872	300,519	(20,353)
	Cities	1,689,338	1,742,925	1,544,737	(198,188)
	Commissions	88,500	88,500	88,500	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	10,000	10,000	10,000	-
	Sub-total	2,112,970	\$ 2,172,297	\$ 1,953,756	\$ (218,541)
	Interest	92,760	130,000	130,000	-
	Other	29,491	41,676	41,800	124
	General Assembly Sponsorships & Registrations	10,000	340,000	340,000	-
Recovery Of Previously Disallowed Grant Costs	4,062,579				
Transfer from Fund Balance	-	-	1,747,445	1,747,445	
Sub-total	4,194,830	\$ 511,676	\$ 2,259,245	\$ 1,747,569	
<b>Total Revenues</b>		<b>6,307,800</b>	<b>\$ 2,683,973</b>	<b>\$ 4,213,001</b>	<b>\$ 1,529,028</b>
<b>EXPENDITURES:</b>					
<b>Task .01 Regional Council</b>	<b>Regional Council:</b>				
	Staff Time	893	10,285	12,884	2,599
	Legal Services	76,366	100,000	100,000	-
	Miscellaneous Other	7,605	-	-	-
	Other Meeting Expense	18,530	20,000	20,000	-
	RC/Committee Meeting	-	15,000	15,000	-
	RC Retreat	12,616	13,000	13,000	-
	Stipends	201,430	195,000	202,000	7,000
	Travel - Outside	46,758	50,000	50,000	-
	Travel - Local	37,243	46,000	46,000	-
	Mileage - Local	19,608	25,000	25,000	-
	Task sub-total	421,050	\$ 474,285	\$ 483,884	\$ 9,599
<b>Task .02 Legislative</b>	<b>External Legislative:</b>				
	Staff Time	8,393	26,715	28,370	1,655
	Federal Lobbyist	-	120,000	120,000	-
	Other Meeting Expense	10,050	15,000	15,000	-
	Resource Materials / Subscriptions	120	2,000	2,000	-
	State Lobbyist	96,311	120,000	108,000	(12,000)
	Travel - Outside	2,412	10,000	10,000	-
	Travel - Local	57	-	-	-
Mileage	224	500	500	-	
Task sub-total	117,566	\$ 294,215	\$ 283,870	\$ (10,345)	
<b>Task .03 RHNA</b>	<b>RHNA:</b>				
	Staff Time	240,880	-	-	-
	Legal Services	6,197	-	-	-
	Public Notices	29,822	-	-	-
	SCAG Consultant	16,913	-	-	-
	Travel - Outside	379	-	-	-
	Travel - Outside	425	-	-	-
Travel - Outside	699	-	-	-	
Task sub-total	295,314	\$ -	\$ -	\$ -	

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

		FY20 Actual	FY21 Adopted Budget	FY22 Proposed Budget	FY21 Adopted To FY22 Proposed Incr (Decr)
<b>Task .04 Other Non-Labor</b>	<b>Other Non-Labor:</b>				
	Bank Fees	14,626	15,000	15,000	-
	Contingency	3,937,569	261	-	(261)
	Demographic Workshop	-	28,000	28,000	-
	Economic Summit	84,742	85,000	85,000	-
	Housing Summit	-	20,000	20,000	-
	Legal Services	21,820		20,000	20,000
	Miscellaneous Other	9,562	15,000	15,000	-
	Other Meeting Expense	39,811	50,000	50,000	-
	Professional Memberships	8,499	11,500	11,500	-
	SCAG Consultant	76,685	-	-	-
	SCAG Memberships	106,009	116,000	127,600	11,600
	Scholarships	36,000	36,000	44,000	8,000
	Software Support	73,851	76,400	-	(76,400)
	Sponsorships	94,995	150,000	165,000	15,000
	Travel	421	2,500	2,500	-
Travel - Local	181	1,500	1,500	-	
Staff Lodging Expense	10,114	13,000	13,000	-	
Mileage - Local	665	500	500	-	
	Task sub-total	4,515,551	\$ 620,661	\$ 598,600	\$ (22,061)
<b>Task .06 General Assembly</b>	<b>General Assembly:</b>				
	Staff Time	8,014	49,562	53,805	4,243
	General Assembly	59,534	611,500	611,500	-
	Miscellaneous Other	125	-	-	-
	Printing	-	10,000	10,000	-
	SCAG Consultant	-	87,000	60,000	(27,000)
	Mileage	280	5,000	5,000	-
	Task sub-total	67,953	\$ 763,062	\$ 740,305	\$ (22,757)
<b>Task .10 Capital Outlay &gt;\$5K</b>	<b>Capital Outlay &gt;\$5K</b>				
	Capital Outlay	-	-	1,512,183	1,512,183
	Task sub-total	-	\$ -	\$ 1,512,183	\$ 1,512,183
<b>Task .11 Public Records Administration</b>	<b>Public Records Administration:</b>				
	Staff Time	5,192	21,611	25,158	3,547
	Task sub-total	5,192	\$ 21,611	\$ 25,158	\$ 3,547
<b>Task .14 International Collaboration</b>	<b>International Collaboration:</b>				
	Staff Time	5,136	9,996	10,641	645
	Miscellaneous Other	-	2,000	2,000	-
	Other Meeting Expense	-	1,500	1,500	-
	Travel	27,474	15,000	15,000	-
	Mileage	25	500	500	-
	Task sub-total	32,634	\$ 28,996	\$ 29,641	\$ 645

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

		FY20 Actual	FY21 Adopted Budget	FY22 Proposed Budget	FY21 Adopted To FY22 Proposed Incr (Decr)
<b>Task .20 Go Human Events</b>	<b>Go Human Events:</b>				
	Go Human	-	-	-	-
	Outreach/Advertisement	-	-	-	-
	RC Sponsorships	90	-	-	-
	Task sub-total	90	\$ -	\$ -	\$ -
<b>Task .23 Other Labor</b>	<b>Other Labor:</b>				
	Staff Time	542	14,075	13,336	(739)
	Task sub-total	542	\$ 14,075	\$ 13,336	\$ (739)
<b>Task .24 Randall Lewis Wellness Program</b>	<b>Randall Lewis Wellness Program:</b>				
	Resource Materials / Subscriptions	411	-	-	-
	Travel - Local	105	-	-	-
	Wellness	6,560	-	-	-
	Task sub-total	7,075	\$ -	\$ -	\$ -
<b>Task .26 Employee Engagement Program</b>	<b>Employee Engagement Program</b>				
	Engagement Committee	390	20,000	20,000	-
	Employee Recognition	3,715	15,000	15,000	-
	Department Allowance	6,055	15,000	15,000	-
	Task sub-total	10,161	\$ 50,000	\$ 50,000	\$ -
	<b>Total for all tasks</b>	<b>5,473,129</b>	<b>\$ 2,266,905</b>	<b>\$ 3,736,977</b>	<b>\$ 1,470,072</b>
	Allocated Fringe Benefits	187,855	105,521	112,822	7,301
	Allocated Indirect Costs	569,759	311,548	363,202	51,654
	<b>Total</b>	<b>6,230,742</b>	<b>\$ 2,683,973</b>	<b>\$ 4,213,001</b>	<b>\$ 1,529,027</b>

\*Totals may not add due to rounding

# FRINGE BENEFITS BUDGET

## FRINGE BENEFITS BUDGET (FB)

### Program Overview

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

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

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

A rate is applied to all OWP, GF and IC salaries, e.g., for every \$1,000 of salaries, the FB budget is \$782.43 (78.2433%).

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

# FRINGE BENEFITS BUDGET

## Line Item Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY21 Adopted	FY22 Proposed	Incr (Decr)
60002	Sick leave	305,888	393,591	87,703
60004	PFH	355,494	427,861	72,367
60003	Holiday	754,169	997,420	243,251
60001	Vacation	1,199,707	1,053,921	(145,786)
60032	Sick - Interns	15,933	9,267	(6,666)
60041	Vacation Cash Out	266,967	266,967	-
60110	PERS	6,018,361	6,631,379	613,018
60120	PARS	76,595	78,127	1,532
60200	Health insurance - actives	1,670,400	1,756,800	86,400
60201	Health insurance - retirees PAYGO	698,772	698,772	-
60210	Dental insurance	277,049	283,678	6,629
60220	Vision insurance	74,275	79,575	5,300
60225	Life insurance	92,345	97,689	5,344
60240	Medicare tax employers - regular staff	270,866	297,539	26,673
60250	Medicare tax employers - interns	6,931	4,031	(2,900)
60255	Social security tax employers - interns	36,567	21,267	(15,300)
60300	Tuition reimbursement	43,776	43,776	-
60310	Bus passes - regular staff	212,795	212,795	-
60315	Bus passes - interns	38,174	22,201	(15,973)
60320	Carpool reimbursement	420	-	(420)
60400	Workers compensation	205,585	184,205	(21,380)
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	91,254	93,654	2,400
60415	SCAG 457 match	109,000	113,000	4,000
60450	Benefits administrative fees	43,400	43,967	567
60500	Automobile allowance	18,000	18,000	-
		<b>12,917,723</b>	<b>13,864,482</b>	<b>946,759</b>

\*Totals may not add due to rounding

# INDIRECT COST BUDGET

## INDIRECT COST BUDGET (IC)

### Program Overview

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Allocation Plan (ICAP) is based on Caltrans guidelines and requires their approval.

An IC rate, approved by Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$1,413.15 (141.3148%). A review of the comprehensive line item budget chart beginning on page 12 shows the impact of this concept. Notice that the budgets for the OWP (pg. 19) and General Fund (pg. 43) include allocated funds for the indirect costs which represents each budget component's share of funding the Indirect Cost program.

# INDIRECT COST BUDGET

## Line Item Budget

The following table shows the Indirect Cost line item budget.

GL Account	Cost Category	FY21 Adopted	FY22 Proposed	Incr (Decr)
	Staff	\$ 7,013,986	\$ 7,905,533	\$ 891,547
54300	SCAG consultant	2,086,300	2,692,819	606,519
54340	Legal	40,000	40,000	-
55201	Network and Communications	-	304,000	304,000
55210	Software support	1,279,900	548,900	(731,000)
55220	Hardware support	2,715,000	940,817	(1,774,183)
55240	Repair- maintenance	26,500	26,500	-
55251	Infrastructure Cloud Services	-	623,465	623,465
55271	On-Prem Software	-	247,690	247,690
55275	Co-location Services	-	250,000	250,000
55315	Furniture & Fixture Interest	8,078	4,376	(3,702)
55325	Audio-visual Equipment Interest	14,111	8,162	(5,949)
55400	Office rent / Operating expense	2,192,805	2,302,445	109,640
55410	Office rent satellite	260,000	278,200	18,200
55415	Off-site Storage	5,000	5,000	-
55420	Equipment leases	100,000	100,000	-
55430	Equip repairs and maintenance	1,000	1,000	-
55435	Security Services	100,000	100,000	-
55440	Insurance	285,931	315,000	29,069
55441	Payroll / bank fees	15,000	17,500	2,500
55445	Taxes	5,000	5,000	-
55460	Materials & equipment <\$5K	64,000	54,000	(10,000)
55510	Office supplies	73,800	73,800	-
55520	Graphic Supplies	4,000	4,000	-
55530	Telephone	195,000	-	(195,000)
55540	Postage	10,000	10,000	-
55550	Delivery services	5,000	5,000	-
55600	SCAG memberships	92,200	102,200	10,000
55610	Professional memberships	1,500	1,500	-
55611	Professional dues	1,350	1,350	-
55620	Resource materials	60,300	58,100	(2,200)
55700	Depreciation - furniture & fixture	185,000	250,330	65,330
55720	Amortization - lease	75,000	75,000	-
55800	Recruitment adverting	25,000	25,000	-
55801	Recruitment - other	45,000	45,000	-
55810	Public notices	2,500	2,500	-
55820	In House Training	30,000	30,000	-
55830	Networking Meetings/Special Events	20,000	20,000	-
55840	Training Registration	65,000	65,000	-
55920	Other meeting expense	2,500	2,500	-
55930	Miscellaneous other	29,500	14,500	(15,000)
55950	Temporary help	106,000	108,316	2,316
56100	Printing	23,000	23,000	-
58100	Travel	83,300	83,300	-
58101	Travel - local	20,000	20,000	-
58110	Mileage	23,500	23,500	-
	<b>Sub-total</b>	<b>\$ 17,391,061</b>	<b>\$ 17,814,303</b>	<b>\$ 423,242</b>
51000	Fringe benefits - regular staff	5,470,331	6,061,129	590,798
51003	Fringe benefits - interns	15,927	15,927	(0)
	<b>Total</b>	<b>\$ 22,877,319</b>	<b>\$ 23,891,359</b>	<b>\$ 1,014,040</b>

\*Totals may not add due to rounding

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# INDIRECT COST BUDGET

## Indirect Cost Work Areas

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

Group	Work Area	Activities
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
	Human Resources	Human Resources (HR) is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing and networks as well as Facilities/property management for all of SCAG offices.
Agency-wide Management		The Agency-wide Management section is responsible for the management of staff, the budget, and day-to-day operations of the departments. The Executive Director is the official representative of the agency and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of the Association.
Policy & Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state level.
	Regional Services & Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community, and business interest groups.



DRAFT  
**COMPREHENSIVE  
BUDGET**  
FISCAL YEAR 2021-2022

**SECTION III**

**Appendices**

# BUDGET LINE ITEMS

## DESCRIPTION OF BUDGET LINE ITEM

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

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 Consultant	Outside experts retained to provide special expertise.
54302 Non-Profits/IHL	Partnerships with non-profit organizations and institutes of higher learning (IHL).
54303 Consultant TC	Same as 54300 above. Toll credits are used in lieu of local matching funds, which allows for work to be 100% funded with federal funds.
54340 Legal	Outside legal experts retained to provide special expertise.
54360 Pass-Through Payments	Payments received by SCAG but passed through to other agencies.
55201 Network and Communications	Fees paid for any network infrastructure including network circuits, internet, and VoIP systems and calling plans.
55210 Software Support	Fees paid for telephone support and updates of SCAG's high-end desktop and network software.
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG's computer servers.
55240 Repair - Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
55250 Cloud Services	Monthly recurring costs for cloud compute and storage capacity.
55251 Infrastructure Cloud Services	Fees paid for any software, licenses, or software support that is managed in the cloud by a 3rd party provider or is related to cloud provided software or services.
55271 On-Prem Software	Fee paid for any software, licenses, or software support that is installed to or used for SCAG owned servers in our datacenters or private cloud infrastructure.
55275 Co-location Services	Fee paid for any services, products, features, or support that are provided by an IT co-location or datacenter provider.
5528X 3rd Party Contribution	Like-kind contribution from other agencies that are match for SCAG's grants.
55310 Furniture & Fixtures Principal	Principal portion of furniture and fixtures debt service payments.
55315 Furniture & Fixtures Interest	Interest portion of furniture and fixtures debt service payments.
55320 Audio-visual Equipment Principal	Principal portion of audio-visual equipment debt service payments.

# BUDGET LINE ITEMS

Account/Line Item	Description
55325 Audio-visual Equipment Interest	Interest portion of audio-visual equipment debt service payments.
55400 Office Rent / Operating Expense	Rent and operating expense paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, equipment, etc.
55430 Equipment Repairs - Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG's locations.
55440 Insurance	SCAG's liability insurance premiums.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG's assets.
55460 Materials & Equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000 (it's not necessary to capitalize and depreciate).
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55530 Telephone	SCAG's monthly telephone fees paid for both voice and data lines.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55580 Outreach/Advertisement	Cost of advertising and public outreach for SCAG programs and services.
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55611 Professional Dues	Dues paid on behalf of SCAG employees for professional licenses (Certified Public Accountant, Certified Internal Auditor or State Bar).

# BUDGET LINE ITEMS

Account/Line Item	Description
55620 Resource Materials / Subscriptions	Fees for book purchases, subscriptions and data acquisition.
55700 Depreciation - Furniture & Fixtures	The general fund buys assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account.
55715 Amortization – Software	To account for amortization of software.
55720 Amortization – Lease	To account for amortization of leasehold improvements.
55730 Capital Outlay	Fixed asset purchases greater than \$5,000. The cost is recovered when depreciation is charged to a grant.
55800 Recruitment - Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 Staff Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC/Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 RC Retreat	The RC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.
55914 RC General Assembly	The by-laws require an annual meeting of the membership. This budget pays for the actual meeting expenses such as meals and conference facilities.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55918 Housing Summit	Pays for the expenses of the annual summit that addresses housing issues.
55920 Other Meeting Expense	Pays for other, non-food expenses related to meeting support.

# BUDGET LINE ITEMS

Account/Line Item	Description
55930 Miscellaneous Other	Pays for other, minor expenses not categorized elsewhere.
55931 Miscellaneous Labor	Pays for other labor expenses not categorized elsewhere.
55932 Miscellaneous Labor, Future	Pays for other labor expenses not categorized elsewhere for the future budget.
55935 Wellness	Pays for Randall Lewis Wellness Program activities
55936 Engagement Committee	Pays for employee engagement committee activities and projects.
55937 Employee Recognition	Pays for employee recognition activities.
55938 Department Allowances	Pays for employee recognition activities by department managers.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
55980 Contingency – General Fund	Funds available for unforeseen spending.
55995 Disallowed Grant Costs	Costs previously charged to a grant that have been disallowed by the grantor.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects.
58101 Travel – Local	Travel inside the SCAG region.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Other	Cash contributions from local agencies for projects funded with federal pass-through funds from SCAG.
60041 Vacation Cash Out	Vacation cash-out program for staff and management.
60110 Retirement-PERS	Pays for employee share of contributions to PERS.
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.

# BUDGET LINE ITEMS

Account/Line Item	Description
60200 Health Insurance – Active Employees	SCAG contribution for employee health insurance
60201 Health Insurance – Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance – Retirees GASB 45	Retiree health insurance premiums paid to the California Employers' Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance
60220 Vision Insurance	SCAG contribution for employee vision insurance
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60250 Medicare Tax ER – Interns	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60255 Social Security ER – Interns	Employer's share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60315 Bus Passes NT – Interns	Interns who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60320 Carpool Reimbursement	Eligible employees who are members of a carpool receive a specified monthly allowance.
60360 De Minimis Employee Exp	Stipends paid to employees related to COVID-19
60365 De Minimis Employee Exp Interns	Stipends paid to interns related to COVID-19
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.
60410 Miscellaneous Employee Benefits	The cost of SCAG's Employee Assistance Program.
60415 SCAG 457 Match	SCAG managers and directors receive matching funds for 457 Plan deferred compensation contributions.
60450 Benefits Administrative Fees	These fees pay for third parties who administer SCAG's cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

#### As of February 1, 2021

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2021-22
<u>COUNTIES (4)</u>		
LOS ANGELES	1,034,689	141,374
ORANGE	128,421	38,203
RIVERSIDE	385,388	64,621
SAN BERNARDINO	304,659	56,321
SUB-TOTAL	1,853,157	300,519
<u>CITIES (153)</u>		
ADELANTO	35,663	4,166
AGOURA HILLS	20,566	2,364
ALHAMBRA	86,792	9,423
ALISO VIEJO	50,044	5,645
ANAHEIM	357,325	37,486
ARCADIA	57,212	6,382
ARTESIA	16,490	1,945
AVALON	3,929	504
AZUSA	49,658	5,605
BANNING	31,125	3,700
BARSTOW	24,268	2,745
BEAUMONT	51,475	5,792
BELL	36,531	4,256
BELL GARDENS	42,449	4,864
BEVERLY HILLS	33,775	3,972
BIG BEAR LAKE	5,206	635
BLYTHE	19,255	2,230
BRADBURY	1,052	208
BRAWLEY	27,349	3,312
BREA	45,629	5,191
BUENA PARK	81,998	8,930
BURBANK	105,861	11,633
CALABASAS	24,193	2,737

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of February 1, 2021

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2021-22
CALEXICO	40,896	4,704
CALIMESA	9,329	1,059
CALIPATRIA	6,843	804
CAMARILLO	70,261	7,723
CANYON LAKE	11,000	1,381
CARSON	93,108	10,072
CATHEDRAL CITY	53,580	6,008
CERRITOS	49,994	5,640
CHINO	89,109	9,661
CLAREMONT	35,807	4,181
COACHELLA	47,186	5,351
COLTON	54,118	6,064
COMMERCE	12,868	1,573
COMPTON	98,032	10,578
CORONA	168,248	18,047
COSTA MESA	114,778	12,550
CYPRESS	49,272	5,566
DANA POINT	33,146	3,908
DESERT HOT SPRINGS	29,660	3,549
DIAMOND BAR	57,177	6,378
DOWNEY	113,529	12,422
EASTVALE	66,413	7,328
EL CENTRO	45,657	5,194
EL MONTE	116,675	12,745
EL SEGUNDO	16,777	1,975
FILLMORE	15,566	1,850
FONTANA	213,000	22,648
FOUNTAIN VALLEY	55,878	6,245
FULLERTON	141,863	15,335
GARDEN GROVE	174,801	18,721
GLENDALE	205,331	21,860
GLENDORA	52,067	5,853
GRAND TERRACE	12,426	1,527
HEMET	85,175	9,257
HERMOSA BEACH	19,614	2,266
HESPERIA	96,393	10,410
HIDDEN HILLS	1,868	292
HIGHLAND	55,323	6,188
HOLTVILLE	6,359	754
INDIAN WELLS	5,403	655

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of February 1, 2021

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2021-22
	POP CITIES	
INDIO	90,751	9,830
INDUSTRY	427	144
INGLEWOOD	111,971	12,262
IRVINE	281,707	29,712
IRWINDALE	1,434	247
LA CANADA FLINTRIDGE	20,461	2,354
LA HABRA	63,371	7,015
LA HABRA HEIGHTS	5,461	661
LA MIRADA	48,877	5,525
LA PALMA	15,492	1,843
LA PUENTE	40,568	4,671
LA VERNE	33,300	3,924
LAGUNA NIGUEL	65,316	7,215
LAGUNA WOODS	16,243	1,920
LAKE ELSINORE	63,453	7,023
LAKESWOOD	79,919	8,716
LANCASTER	161,699	17,374
LOMA LINDA	24,535	2,772
LOMITA	20,549	2,363
LONG BEACH	472,217	49,298
LOS ANGELES	4,010,684	369,051
LYNWOOD	71,269	7,827
MALIBU	11,720	1,455
MAYWOOD	27,904	3,369
MENIFEE	97,093	10,482
MISSION VIEJO	94,267	10,191
MONROVIA	37,935	4,400
MONTCLAIR	39,490	4,560
MONTEBELLO	63,544	7,033
MONTEREY PARK	60,734	6,744
MOORPARK	36,278	4,230
MORENO VALLEY	208,838	22,220
MURRIETA	115,561	12,631
NEEDLES	5,248	640
NEWPORT BEACH	85,780	9,319
NORCO	27,564	3,334
NORWALK	105,717	11,619
OJAI	7,557	877
ONTARIO	182,871	19,551
OXNARD	206,352	21,965

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of February 1, 2021

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2021-22
PALM DESERT	52,986	5,947
PALM SPRINGS	47,427	5,376
PALOS VERDES ESTATES	13,190	1,606
PASADENA	144,842	15,641
PLACENTIA	51,494	5,794
POMONA	154,817	16,666
RANCHO CUCAMONGA	175,522	18,795
RANCHO MIRAGE	19,114	2,215
RANCHO PALOS VERDES	41,731	4,790
REDLANDS	70,952	7,794
RIALTO	104,553	11,499
RIVERSIDE	328,155	34,487
ROLLING HILLS ESTATES	8,066	929
ROSEMEAD	54,363	6,089
SAN BERNARDINO	217,946	23,157
SAN BUENAVENTURA	106,276	11,676
SAN CLEMENTE	64,581	7,139
SAN DIMAS	33,945	3,990
SAN FERNANDO	25,207	3,091
SAN GABRIEL	40,104	4,623
SAN JACINTO	51,028	5,746
SAN JUAN CAPISTRANO	36,318	4,234
SAN MARINO	13,087	1,595
SANTA ANA	335,052	35,196
SANTA CLARITA	221,932	23,566
SANTA FE SPRINGS	18,295	2,131
SANTA MONICA	92,357	9,995
SANTA PAULA	30,389	3,624
SEAL BEACH	24,992	2,819
SIERRA MADRE	10,816	1,362
SIGNAL HILL	11,712	1,454
SIMI VALLEY	125,115	13,613
SOUTH EL MONTE	21,204	2,430
SOUTH GATE	97,003	10,473
STANTON	39,077	4,517
TEMECULA	111,970	12,261
TEMPLE CITY	36,150	4,217
THOUSAND OAKS	126,484	13,754
TORRANCE	145,546	15,713
TUSTIN	80,382	8,764

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of February 1, 2021

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2021-22
TWENTYNINE PALMS	29,258	3,508
VERNON	297	131
VICTORVILLE	126,432	13,748
VILLA PARK	5,766	693
WESTLAKE VILLAGE	8,212	944
WESTMINSTER	92,421	10,002
WESTMORLAND	2,346	341
WHITTIER	86,801	9,424
YUCCA VALLEY	22,236	2,536
YUCAIPA	55,712	6,228
SUB-TOTAL	14,760,193	1,544,737
GRAND TOTAL-ASSESSMENTS	16,613,350	1,845,256
 <u>COMMISSIONS</u>		
SBCTA	2,180,537	25,000
RCTC	2,442,304	25,000
VCTC	842,886	10,000
ICTC	188,777	3,500
Transportation Corridor Agency		10,000
OCTA	3,194,332	25,000
Air Districts		10,000
SUB-TOTAL	8,848,836	108,500
 TOTAL MEMBERSHIP AND ASSESSMENTS		<u>1,953,756</u>

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
1	Accountant I	\$62,836.80	\$30.21	\$72,259.20	\$34.74	\$81,660.80	\$39.26	Monthly
2	Accountant II	\$68,473.60	\$32.92	\$78,748.80	\$37.86	\$89,024.00	\$42.80	Monthly
3	Accountant III	\$76,024.00	\$36.55	\$87,422.40	\$42.03	\$98,820.80	\$47.51	Monthly
4	Accounting Systems Analyst	\$84,219.20	\$40.49	\$96,865.60	\$46.57	\$109,512.00	\$52.65	Monthly
5	Accounting Technician	\$45,531.20	\$21.89	\$52,374.40	\$25.18	\$59,196.80	\$28.46	Monthly
6	Administrative Assistant	\$54,184.00	\$26.05	\$62,296.00	\$29.95	\$70,408.00	\$33.85	Hourly
7	Application Developer	\$99,985.60	\$48.07	\$114,982.40	\$55.28	\$129,958.40	\$62.48	Monthly
8	Assistant Analyst to the Ex Director	\$74,796.80	\$35.96	\$86,008.00	\$41.35	\$97,219.20	\$46.74	Monthly
9	Assistant Internal Auditor	\$84,156.80	\$40.46	\$96,782.40	\$46.53	\$109,387.20	\$52.59	Monthly
10	Assistant Regional Planner	\$71,198.40	\$34.23	\$81,910.40	\$39.38	\$92,601.60	\$44.52	Monthly
11	Assistant to the Executive Director	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
12	Associate Accountant	\$49,171.20	\$23.64	\$56,555.20	\$27.19	\$63,939.20	\$30.74	Hourly
13	Associate Analyst to the Ex Director	\$88,836.80	\$42.71	\$102,169.60	\$49.12	\$115,481.60	\$55.52	Monthly
14	Associate Human Resources Analyst	\$62,067.20	\$29.84	\$71,385.60	\$34.32	\$80,683.20	\$38.79	Hourly
15	Associate IT Projects Manager	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
16	Associate Regional Planner	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
17	Budget and Grants Analyst I	\$68,619.20	\$32.99	\$78,936.00	\$37.95	\$89,232.00	\$42.90	Monthly
18	Budget and Grants Analyst II	\$80,496.00	\$38.70	\$92,580.80	\$44.51	\$104,665.60	\$50.32	Monthly
19	Chief Counsel/Director of Legal Services	\$224,744.00	\$108.05	\$258,460.80	\$124.26	\$292,177.60	\$140.47	Monthly
20	Chief Financial Officer	\$213,886.40	\$102.83	\$245,980.80	\$118.26	\$278,054.40	\$133.68	Monthly
21	Chief Information Officer	\$203,590.40	\$97.88	\$234,145.60	\$112.57	\$264,680.00	\$127.25	Monthly
22	Chief Operating Officer	\$245,627.20	\$118.09	\$282,484.80	\$135.81	\$319,321.60	\$153.52	Monthly
23	Clerk of the Board	\$102,481.60	\$49.27	\$117,852.80	\$56.66	\$133,203.20	\$64.04	Monthly
24	Community Engagement Specialist	\$67,641.60	\$32.52	\$77,792.00	\$37.40	\$87,921.60	\$42.27	Monthly
25	Contracts Administrator I	\$68,619.20	\$32.99	\$78,936.00	\$37.95	\$89,232.00	\$42.90	Monthly
26	Contracts Administrator II	\$80,496.00	\$38.70	\$92,580.80	\$44.51	\$104,665.60	\$50.32	Monthly
27	Contracts and Purchasing Assistant	\$55,681.60	\$26.77	\$64,064.00	\$30.80	\$72,425.60	\$34.82	Hourly
28	Database Administrator	\$95,222.40	\$45.78	\$109,512.00	\$52.65	\$123,780.80	\$59.51	Monthly
29	Department Manager	\$141,772.80	\$68.16	\$163,030.40	\$78.38	\$184,288.00	\$88.60	Monthly
30	Deputy Clerk of the Board	\$81,952.00	\$39.40	\$94,307.20	\$45.34	\$106,641.60	\$51.27	Monthly
31	Deputy Director (Division)	\$187,054.40	\$89.93	\$215,113.60	\$103.42	\$243,152.00	\$116.90	Monthly
32	Deputy Executive Director	\$233,729.60	\$112.37	\$268,798.40	\$129.23	\$303,846.40	\$146.08	Monthly
33	Deputy Legal Counsel I	\$122,304.00	\$58.80	\$140,670.40	\$67.63	\$159,036.80	\$76.46	Monthly
34	Deputy Legal Counsel II	\$146,764.80	\$70.56	\$168,792.00	\$81.15	\$190,819.20	\$91.74	Monthly
35	Division Director	\$203,590.40	\$97.88	\$234,145.60	\$112.57	\$264,680.00	\$127.25	Monthly
36	Executive Assistant	\$79,851.20	\$38.39	\$93,953.60	\$45.17	\$108,056.00	\$51.95	Monthly
37	Facilities Supervisor	\$88,691.20	\$42.64	\$98,966.40	\$47.58	\$109,241.60	\$52.52	Monthly
38	GIS Analyst	\$82,264.00	\$39.55	\$94,598.40	\$45.48	\$106,932.80	\$51.41	Monthly
39	GIS Application Developer	\$99,985.60	\$48.07	\$114,982.40	\$55.28	\$129,958.40	\$62.48	Monthly
40	Grants Administrator	\$97,406.40	\$46.83	\$112,008.00	\$53.85	\$126,609.60	\$60.87	Monthly
41	Graphics Designer	\$66,747.20	\$32.09	\$76,752.00	\$36.90	\$86,756.80	\$41.71	Monthly
42	Human Resources Analyst I	\$72,384.00	\$34.80	\$83,241.60	\$40.02	\$94,078.40	\$45.23	Monthly
43	Human Resources Analyst II	\$76,044.80	\$36.56	\$92,684.80	\$44.56	\$109,324.80	\$52.56	Monthly
44	Internal Auditor	\$141,772.80	\$68.16	\$163,030.40	\$78.38	\$184,288.00	\$88.60	Monthly
45	IT Projects Assistant	\$56,763.20	\$27.29	\$65,270.40	\$31.38	\$73,756.80	\$35.46	Hourly
46	Junior Planner	\$58,240.00	\$28.00	\$67,600.00	\$32.50	\$76,960.00	\$37.00	Hourly
47	Lead Accountant	\$106,246.40	\$51.08	\$122,200.00	\$58.75	\$138,132.80	\$66.41	Monthly
48	Lead Budget & Grants Analyst	\$97,406.40	\$46.83	\$112,008.00	\$53.85	\$126,609.60	\$60.87	Monthly
49	Lead Graphics Designer	\$79,393.60	\$38.17	\$91,312.00	\$43.90	\$103,209.60	\$49.62	Monthly
50	Lead IT Help Desk	\$72,800.00	\$35.00	\$83,200.00	\$40.00	\$93,600.00	\$45.00	Monthly
51	Lead IT Projects Manager	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
52	Lead Projects Manager	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
53	Lead Operations Technician	\$75,171.20	\$36.14	\$86,465.60	\$41.57	\$97,739.20	\$46.99	Monthly
54	Lead Programmer Analyst	\$110,344.00	\$53.05	\$126,900.80	\$61.01	\$143,457.60	\$68.97	Monthly
55	Legislative Aide	\$53,664.00	\$25.80	\$61,713.60	\$29.67	\$69,742.40	\$33.53	Hourly
56	Legislative Analyst I	\$61,630.40	\$29.63	\$70,865.60	\$34.07	\$80,100.80	\$38.51	Monthly
57	Legislative Analyst II	\$73,840.00	\$35.50	\$84,905.60	\$40.82	\$95,971.20	\$46.14	Monthly
58	Legislative Analyst III	\$85,404.80	\$41.06	\$98,217.60	\$47.22	\$111,009.60	\$53.37	Monthly
59	Legislative Analyst IV	\$96,844.80	\$46.56	\$111,384.00	\$53.55	\$125,923.20	\$60.54	Monthly
60	Management Analyst	\$79,081.60	\$38.02	\$90,958.40	\$43.73	\$102,814.40	\$49.43	Monthly
61	Office Assistant	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
62	Office Services Specialist	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
63	Operations Supervisor	\$88,691.20	\$42.64	\$98,966.40	\$47.58	\$109,241.60	\$52.52	Monthly
64	Operations Technician	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
65	Operations Technician II	\$56,076.80	\$26.96	\$64,500.80	\$31.01	\$72,904.00	\$35.05	Hourly
66	Operations Technician III	\$62,649.60	\$30.12	\$72,072.00	\$34.65	\$81,473.60	\$39.17	Hourly
67	Planning Technician	\$66,830.40	\$32.13	\$76,876.80	\$36.96	\$86,902.40	\$41.78	Hourly
68	Principal Management Analyst	\$105,976.00	\$50.95	\$119,995.20	\$57.69	\$134,014.40	\$64.43	Monthly
69	Program Manager I	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
70	Program Manager II	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
71	Programmer Analyst	\$82,056.00	\$39.45	\$94,369.60	\$45.37	\$106,662.40	\$51.28	Monthly
72	Public Affairs Specialist I	\$68,868.80	\$33.11	\$79,206.40	\$38.08	\$89,523.20	\$43.04	Monthly
73	Public Affairs Specialist II	\$82,513.60	\$39.67	\$94,910.40	\$45.63	\$107,286.40	\$51.58	Monthly
74	Public Affairs Specialist III	\$95,451.20	\$45.89	\$109,761.60	\$52.77	\$124,072.00	\$59.65	Monthly
75	Public Affairs Specialist IV	\$108,243.20	\$52.04	\$124,488.00	\$59.85	\$140,712.00	\$67.65	Monthly
76	Receptionist	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
77	Records Analyst	\$79,081.60	\$38.02	\$90,958.40	\$43.73	\$102,814.40	\$49.43	Monthly
78	Regional Affairs Officer I	\$68,868.80	\$33.11	\$79,206.40	\$38.08	\$89,523.20	\$43.04	Monthly
79	Regional Affairs Officer II	\$82,513.60	\$39.67	\$94,910.40	\$45.63	\$107,286.40	\$51.58	Monthly
80	Regional Affairs Officer III	\$95,451.20	\$45.89	\$109,761.60	\$52.77	\$124,072.00	\$59.65	Monthly
81	Regional Affairs Officer IV	\$108,243.20	\$52.04	\$124,488.00	\$59.85	\$140,712.00	\$67.65	Monthly
82	Regional Planner Specialist	\$104,936.00	\$50.45	\$120,681.60	\$58.02	\$136,406.40	\$65.58	Monthly
83	Senior Accountant	\$84,156.80	\$40.46	\$96,782.40	\$46.53	\$109,387.20	\$52.59	Monthly
84	Senior Administrative Assistant	\$62,649.60	\$30.12	\$72,072.00	\$34.65	\$81,473.60	\$39.17	Hourly
85	Senior Analyst to the Ex Director	\$100,464.00	\$48.30	\$115,544.00	\$55.55	\$130,624.00	\$62.80	Monthly
86	Senior Application Developer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
87	Senior Budget & Grants Analyst	\$88,545.60	\$42.57	\$101,836.80	\$48.96	\$115,107.20	\$55.34	Monthly
88	Senior Contracts Administrator	\$88,545.60	\$42.57	\$101,836.80	\$48.96	\$115,107.20	\$55.34	Monthly
89	Senior Database Administrator	\$103,525.76	\$49.77	\$119,061.28	\$57.24	\$134,596.80	\$64.71	Monthly
90	Senior Economist	\$102,710.40	\$49.38	\$118,123.20	\$56.79	\$133,536.00	\$64.20	Monthly
91	Senior Graphic Designer	\$75,275.20	\$36.19	\$86,569.60	\$41.62	\$97,843.20	\$47.04	Monthly
92	Senior Human Resources Analyst	\$88,171.20	\$42.39	\$101,420.80	\$48.76	\$114,649.60	\$55.12	Monthly
93	Senior Management Analyst	\$86,985.60	\$41.82	\$100,048.00	\$48.10	\$113,089.60	\$54.37	Monthly
94	Senior Network Engineer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
95	Senior Operations Technician	\$68,931.20	\$33.14	\$79,268.80	\$38.11	\$89,585.60	\$43.07	Monthly
96	Senior Programmer Analyst	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
97	Senior Regional Planner	\$91,332.80	\$43.91	\$105,040.00	\$50.50	\$118,747.20	\$57.09	Monthly
98	Senior Regional Planner Specialist	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
99	Senior Systems Engineer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
100	Transportation Modeler I	\$70,220.80	\$33.76	\$80,745.60	\$38.82	\$91,270.40	\$43.88	Monthly
101	Transportation Modeler II	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
102	Transportation Modeler III	\$97,968.00	\$47.10	\$112,673.60	\$54.17	\$127,379.20	\$61.24	Monthly
103	Transportation Modeler IV	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
104	Transportation Modeling Prog Mgr	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
105	Web/Graphic Designer	\$73,424.00	\$35.30	\$84,448.00	\$40.60	\$95,451.20	\$45.89	Monthly

Attachment: FY 2021-22 Draft Comprehensive Budget (Approval of the Fiscal Year 2021-22 Draft Comprehensive Budget)

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization and council of governments. To better serve the 19 million residents and 191 cities it represents, SCAG has an office in each of its six member counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. For more information about SCAG call (213) 236-1800 or visit us at [scag.ca.gov](http://scag.ca.gov).



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Los Angeles, CA 90017  
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#### REGIONAL OFFICES

##### IMPERIAL COUNTY

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

##### ORANGE COUNTY

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

##### RIVERSIDE COUNTY

3403 10th St., Ste. 805  
Riverside, CA 92501  
(213) 236-1926

##### SAN BERNARDINO COUNTY

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

##### VENTURA COUNTY

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



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

**From:** Naresh Amatya, Manager of Transportation Planning and  
Programming, (213) 236-1885, amatya@scag.ca.gov

**Subject:** Coronavirus Response and Relief Supplemental Appropriations  
Act of 2021 (CRRSAA) Inter-County Apportionments

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council approve apportioning Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds to each of the counties within the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA) that are recipients of CRRSAA funds based on caps of up to 75 percent of 2018 transit operating expenses (TOE) reported by each county consistent with the statutory cap of 75 percent of 2018 TOE applied at the UZA level.

**RECOMMENDED ACTION FOR RC:**

Approve apportioning Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds to each of the counties within the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA) that are recipients of CRRSAA funds based on caps of up to 75 percent of 2018 transit operating expenses (TOE) reported by each county consistent with the statutory cap of 75 percent of 2018 TOE applied at the UZA level.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) includes \$14 billion in supplemental appropriations for COVID relief support to the transit providers with \$13.26 billion allocated to urbanized areas. Los Angeles – Long Beach – Anaheim, which is a multi-county urbanized area (UZA) within our region, received an apportionment of almost \$955 million through CRRSAA.*

*As the designated metropolitan planning organization (MPO) for this UZA, SCAG is responsible for allocating the funds apportioned within the UZAs to each of the eligible county transportation commissions (CTCs).*

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**BACKGROUND:**

On December 27, 2020, CRRSAA was signed into law; the act allocates \$14 billion in Federal Transit Administration (FTA) relief funds with \$13.26 billion allocated to large and small UZAs to support the transit industry during the COVID-19 public health emergency. The CRRSAA funding received by the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of COVID-19 pandemic.

**CARES ACT APPORTIONMENTS**

In April 2020, the FTA announced \$25 billion in funding as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Under the CARES Act, \$1.453 billion was apportioned to the six UZA's for which SCAG is the designated recipient (Los Angeles County - Los Angeles - Long Beach-Anaheim, Riverside – San Bernardino, Murrieta – Temecula – Menifee, Indio – Cathedral City, Lancaster - Palmdale and Santa Clarita) under the existing FTA Section 5307 Urbanized Area Formula Grants program. The funds were allocated using FTA's 5307 distribution formula (see Attachment 1), which relies on data sets that are released with the annual Federal Register including factors such as rail/fixed guideway, bus incentive, basic bus capital, growing states and low income. SCAG was responsible for distributing the CARES Act funds to the CTCs for two of the multi-county UZAs (the Los Angeles – Long Beach – Anaheim UZA and the Riverside – San Bernardino UZA). The CARES apportionments were made through an administrative process, as is SCAG's procedure for distributing 5307 funds, which carries forward the federal formula for inter-county distribution. The CARES Act funds were released in April 2020 in accordance with FTA's formula distribution.

**CRRSAA APPORTIONMENT**

The CRRSAA funding received by the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of the COVID-19 pandemic. CRRSAA specifies that FTA Section 5307 funding for a given UZA, when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, shall not exceed 75 percent of that UZA's 2018 national transit database (NTD) operating cost.

“...That the amounts allocated to any urbanized area from amounts made available under this paragraph in this Act when combined with the amounts allocated to that urbanized area from funds appropriated under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) may not exceed 75 percent of that urbanized area's 2018 operating costs based on data contained in the National Transit Database...”

For this reason, only three of the six UZA's in the SCAG region received a share of CRRSAA apportionments. The other three UZA's had already received CARES Act funding exceeding 75

percent of the UZA’s 2018 NTD operating cost and were therefore excluded from the apportionments due to the federal guidelines. Of the \$13.26 billion available under CRRSA, the following UZAs in the SCAG region received CRRSAA apportionments.

<i>Amounts Apportioned to Urbanized Areas 1,000,000 or more in Population:</i>	
<b>Los Angeles-Long Beach-Anaheim, CA</b>	<b>\$954,900,781</b>
<b>Indio-Cathedral City, CA</b>	<b>\$5,011,454</b>
<b>Santa Clarita, CA</b>	<b>\$224,351</b>

SCAG is responsible for distributing the CRRSAA apportionments in the multi-county UZA, Los Angeles – Long Beach – Anaheim. CRRSAA provides SCAG with the discretion to carry forward the federal formula as the basis for inter-county apportionments or develop an alternative methodology for determining each county transportation commission’s apportionment. As is SCAG’s precedent, staff is recommending the federal formula be carried forward for the inter-county distributions relying upon the federal process for apportioning CRRSAA funds to each UZA.

The following table shows SCAG’s inter-county distributions recommended through CRRSAA for the Los Angeles – Long Beach – Anaheim UZA pursuant to this allocation methodology. The allocations for each county are as shown under “CRRSAA Final Allocation” (see fourth row). In addition, the table reflects operating expenses in each county and the total resources apportioned to each county as a result of both federal transit stimulus relief:

<b>Allocations Based on 75% Operating Cost Methodology</b>						
	<b>Los Angeles</b>	<b>Orange</b>	<b>San Bernardino</b>	<b>Riverside</b>	<b>Ventura</b>	<b>Total</b>
<b>2018 Operating Expense</b>	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
<b>75% of 2018 NTD OE</b>	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
<b>CARES Act Allocation</b>	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
<b>CRRSAA Final Allocation</b>	\$911,525,690	\$43,097,849	\$0	\$277,242	\$0	\$954,900,781
<b>CARES + CRRSAA</b>	\$1,910,792,762	\$224,229,506	\$35,266,741	\$590,212	\$0	\$2,170,879,221
<b>% of OE</b>	74.72%	74.89%	95.57%	74.72%	0.00%	

As a result of this allocation, Los Angeles, Orange and Riverside receive nearly 75% of their operating costs through a combination of the first (CARES Act) the second (CRRSAA) allocation of federal transit stimulus funding. San Bernardino County received about \$7.59 million more through the CARES Act compared to the equivalent of 75% of operating expenses reported by transit operators in the county for 2018. Therefore, San Bernardino County does not receive additional funds through CRRSAA using this allocation methodology.

Per the request of the County Transportation Commissions, SCAG also reviewed and considered proportionately distributing the CRRSAA funds based on the FTA Section 5307 formula.

Allocations Proportionate to CARES Act Distribution						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
<b>2018 Operating Expense</b>	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
<b>75% of 2018 NTD OE</b>	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
<b>CARES Act Allocation</b>	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
<b>% of CARES Act Allocation</b>	82.18%	14.90%	2.90%	0.03%	0.00%	100.00%
<b>Ignoring 75%</b>	\$784,718,607	\$142,241,634	\$27,694,766	\$245,774	\$0	\$954,900,781
<b>CARES + CRRSAA</b>	\$1,783,985,679	\$323,373,291	\$62,961,507	\$558,744	\$0	\$2,170,879,221
<b>% of OE</b>	69.76%	108.00%	170.62%	70.74%	0.00%	

The proportionate allocation would result in distributions that exceed operating expenses in several counties while falling below the 75% equivalent in others. Given the intent of the program to address the fiscal impacts of COVID-19 pandemic, SCAG staff does not believe this approach is as well aligned with the intent of the legislation and, instead, recommends following the precedent of carrying forward the federal formula for inter-county distributions per the staff recommendation.

**FISCAL IMPACT:**

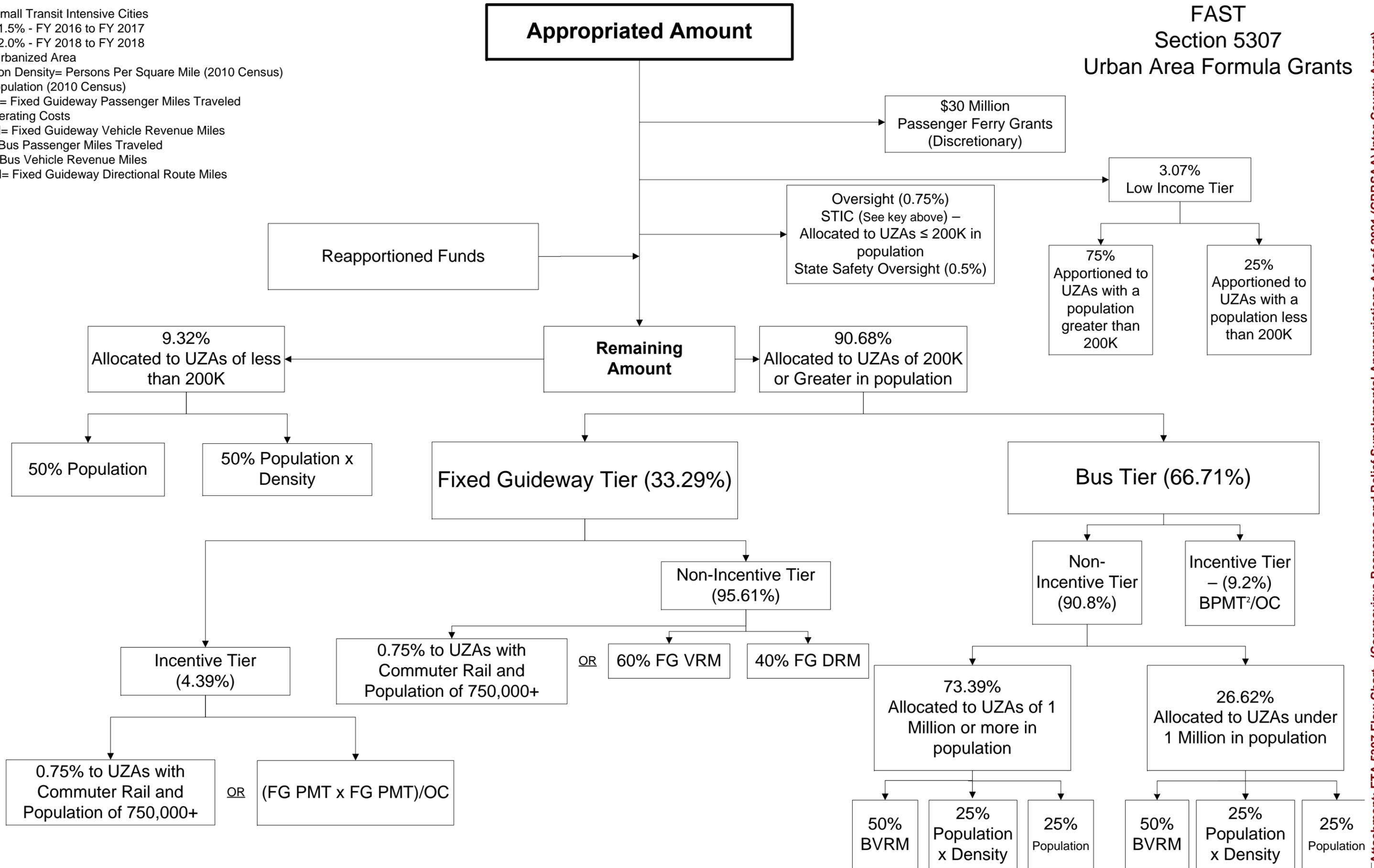
None. Work associated with this item is included in the current FY 20-21 Overall Work Program (030.00146A.02: Federal Transportation Improvement Program and 010.SCG0170.01: RTP Support, Development, and Implementation)

**ATTACHMENT(S):**

1. FTA 5307 Flow Chart

STIC= Small Transit Intensive Cities  
 1.5% - FY 2016 to FY 2017  
 2.0% - FY 2018 to FY 2018  
 UZA = Urbanized Area  
 Population Density= Persons Per Square Mile (2010 Census)  
 Pop= Population (2010 Census)  
 FG PMT= Fixed Guideway Passenger Miles Traveled  
 OC= Operating Costs  
 FG VRM= Fixed Guideway Vehicle Revenue Miles  
 BPMT= Bus Passenger Miles Traveled  
 BVRM= Bus Vehicle Revenue Miles  
 FG DRM= Fixed Guideway Directional Route Miles

# FAST Section 5307 Urban Area Formula Grants



Attachment: FTA 5307 Flow Chart (Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apport)



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

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

**Subject:** Contracts \$200,000 or Greater: Contract No. 21-015-C01,  
SCAG Local Demonstration Initiative

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve Contract No. 21-015-C01 in an amount not to exceed \$1,418,097 with KOA to plan and support implementation of four (4) quick build demonstration projects, or pilot infrastructure projects, for four local agencies, subject to Caltrans final approval of the Indirect Cost Rate. 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 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*Consistent with the requirements of the California Active Transportation Program (ATP) Cycle 4 grant that funds this Architectural and Engineering (design) project, the consultant will plan and support implementation of four (4) quick build demonstration projects for four (4) local agencies including cities of El Monte, Calexico, Glendale, and Pasadena. The Consultant shall plan, support the implementation, and evaluate the performance of the four (4) quick build projects and produce a final report documenting the outcomes for each local jurisdiction.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
KOA Corporation (21-015-C01)	The consultant shall plan and support implementation of four (4) quick build demonstration projects for the cities of El Monte, Calexico, Glendale and Pasadena.	\$1,418,097

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**FISCAL IMPACT:**

Funding of \$1,418,097 is available in the FY 2020-21 budget in Project Number 225-3564X4.14. Funding for subsequent fiscal years through FY 2022-23 will be included in Project Number 225-3564X4.14, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 21-015-C01
2. Contract Summary 21-015-C01 COI

**CONSULTANT CONTRACT NO. 21-015-C01**

**Recommended Consultant:**

KOA Corporation

**Background & Scope of Work:**

Consistent with the requirements of the California Active Transportation Program (ATP) Cycle 4 grant that funds this Architectural and Engineering (design) project, the Consultant shall plan and support implementation of four (4) quick build demonstration projects, or pilot infrastructure projects, for four local agencies. Local agencies include the Cities of El Monte, Calexico, Glendale, and Pasadena. The Consultant shall plan, support the implementation, and evaluate the performance of four (4) quick build projects and produce a final report documenting the outcomes for each local jurisdiction.

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

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

- Engaging local communities in planning processes through demonstrating infrastructure elements;
- Conducting robust community engagement to receive public input and engaging local stakeholders in the planning process;
- Supporting the implementation of SCAGs Connect SoCal goal to, “support healthy and connected communities,” through demonstrating safe active transportation infrastructure; and
- Delivering a final report detailing community feedback, project performance, and support for future grant applications for permanent improvements.

**Strategic Plan:**

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

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$1,418,097</b>
KOA Corporation (prime consultant)	\$1,087,784
Here LA (subconsultant)	\$187,938
Leslie Scott Consulting (subconsultant)	\$71,957
Los Angeles County Bicycle Coalition (subconsultant)	\$35,393
Safe Routes National Partnership (subconsultant)	\$35,025

**Contract Period:**

Notice to Proceed through February 21, 2023

**Project Number(s):**

225-3564X4.14            \$1,418,097  
Funding source: FY20 ATP Local Demonstration Cycle 4

Funding of \$1,418,097 is available in the FY 2020-21 budget in Project Number 225-3564X4.14. Funding for subsequent fiscal years through FY 2022-23 will be included in Project Number 225-3564X4.14, subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 3,940 firms of the release of RFP 21-015 via SCAG’s Solicitation Management System website. A total of 62 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

**KOA Corporation (4 subconsultants)**

Attachment: Contract Summary 21-015-C01 (Contracts \$200,000 or Greater: Contract No. 21-015-C01, SCAG Local Demonstration Initiative)

Alta Planning + Design (4 subconsultants)  
IBI Group (3 subconsultants)  
The Street Plans Collaborative, Inc. (2 subconsultants)

This solicitation was conducted as an Architectural and Engineering (A&E) procurement and followed Caltrans A&E requirements, therefore each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee selected KOA and the other three (3) offeror's cost proposals were kept sealed.

**Selection Process:**

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

The PRC consisted of the following individuals:

Hannah Brunelle, Senior Regional Planner, SCAG  
Liliana Falomir, Public Works Manager, City of Calexico  
Sarkis Oganessian, Principal Civil Engineer, City of Glendale  
Leticia Ortiz, Senior Project Manager, City of El Monte  
Donson Liu, Associate Transportation Engineer, City of Pasadena

**Basis for Selection:**

The PRC recommended KOA for the contract award because the consultant:

- Provided the best technical approach and demonstrated the best qualifications, for example, experience with projects of similar size and scope such as demonstration projects, design experience, and pilot projects, provided a balance between the proposed quantitative and qualitative data the team will utilize to inform the technical analyses and designs, and detailed the ways in which the team will seek quantitative data through a variety of sources to overcome challenges with impacts to traffic patterns in light of COVID-19;
- Demonstrated the best project management approach and understanding of the project. Specifically, the team provided a clear and detailed approach to managing the quick build projects for each city by assigning key staff and a team to manage each project. In addition, the team detailed anticipated challenges, opportunities, and preliminary design solutions; and
- Identified strategic ways to overcome challenges to building consensus and engaging nontraditional stakeholders through multiple community touch points, utilizing multiple outlets for communications, detailed approaches to community advisory committee meetings, and partnering with community-based organizations for creative and innovative engagement strategies.

Although other firms proposed, the PRC did not recommend these firms for contract award because these firms:

- Did not propose a technical approach with as much detail on how the firms would approach the engagement, evaluation, and implementation of the projects, and some firms did not fully meet the RFP scope, for example, the proposal did not include enough detail for how they would meet or exceed the deliverables stated in the RFP;

- Did not demonstrate a fully qualified team in the proposal, specifically with expertise in demonstration and quick build type projects and did not demonstrate a level of flexibility within the proposed schedule; and
- Did not demonstrate the same balanced approach to the qualitative and quantitative data to inform the project design, specifically during the interview.

**Conflict of Interest (COI) Form - Attachment  
For March 4, 2021 Regional Council Approval**

Approve Contract No. 21-015-C01 in an amount not to exceed \$1,418,097 with KOA to plan and support implementation of four (4) quick build demonstration projects, or pilot infrastructure projects, for four local agencies, subject to Caltrans final approval of the Indirect Cost Rate. 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)?
KOA Corporation (prime consultant)	No - form attached
Here LA (subconsultant)	No - form attached
Leslie Scott Consulting (subconsultant)	No - form attached
Los Angeles County Bicycle Coalition (subconsultant)	No - form attached
Safe Routes National Partnership (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-015

## 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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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:** KOA Corporation

**Name of Preparer:** Min Zhou

**Project Title:** SCAG Local Demonstration Initiative

**RFP Number:** 21-015      **Date Submitted:** 10/29/2020

## 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
_____	_____
_____	_____
_____	_____
_____	_____



# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-015

## SECTION I: INSTRUCTIONS

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**Name of Firm:** Here Design Studio, LLC (Here LA)

**Name of Preparer:** Amber Hawkes

**Project Title:** SCAG Local Demonstration Initiative

**RFP Number:** 21-015 **Date Submitted:** 10/16/20

## 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)** Amber Hawkes, **hereby declare that I am the (position or title)** Co-Director **of (firm name)** Here Design Studio, LLC (Here LA), **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 10/16/20 **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)

10/16/20

\_\_\_\_\_  
Date

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-015

## SECTION I: INSTRUCTIONS

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

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Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, 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:** Los Angeles County Bicycle

**Name of Preparer:** Kevin Shin

**Project Title:** Local Demonstration Initiative

**RFP Number:** 21-015      **Date Submitted:** 10/21/2020

## 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)** Kevin Shin, **hereby declare that I am the (position or title)** Senior Director, Policy and Partnerships **of (firm name)** Los Angeles County Bicycle Coalition, **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 10/21/2020 **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.****

Kevin C Shin	Digitally signed by Kevin C Shin Date: 2020.10.21 10:42:07 -0700	10/21/2020
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.

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-015

## 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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

**Name of Firm:** Safe Routes to School National Partnership  
**Name of Preparer:** Cassandra Isidro  
**Project Title:** SCAG Local Demonstration Initiative  
**RFP Number:** 21-015 **Date Submitted:** October 29, 2020

## 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) Cassandra Isidro, hereby declare that I am the (position or title) Executive Director of (firm name) Safe Routes to School National Partnership, 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)

10-21-2020  
 \_\_\_\_\_  
 Date

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-015

## 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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, 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: Leslie Scott Consulting

Name of Preparer: Leslie Scott

Project Title: SCAG Local Demonstration Initiative

RFP Number: (RFP) No. 21-015

Date Submitted: October 28, 2020

## 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) Leslie Scott, hereby declare that I am the (position or title) Principal Consultant / Owner of (firm name) Leslie Scott Consulting, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 22, 2020 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

\_\_\_\_\_  
 Signature of Person Certifying for Proposer  
 (original signature required)

October 22, 2020  
 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.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

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

**Subject:** Contracts \$200,000 or Greater: Contract No. 21-028-C01, Safe  
and Resilient Streets Strategies and Mini-Grants

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve Contract No. 20-028-C01 in an amount not to exceed \$367,413 with KOA Corporation to assist staff with the administration of a community safety mini-grant program. The primary goal of this mini-grant program is to fund a minimum of 30 community-based partners to carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California. 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 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*Consistent with the requirements of the Pedestrian and Bicycle Safety Program grant that funds this project, the consultant shall administer a community safety mini-grant program within the region. In addition to coordinating the funded projects, the consultant shall develop and implement a communication plan to promote the mini-grant application and to share the outcomes of funded projects. The consultant shall also develop co-branded advertisements and materials for partners across the region.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
KOA Corporation (21-028-C01)	The consultant shall administer a community safety mini-grant program within the region. The primary goal of this program is to fund a minimum of 30 community-based partners to	\$367,413

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California.

**FISCAL IMPACT:**

Funding of \$367,413 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 225-3564J6.16.

**ATTACHMENT(S):**

1. Contract Summary 21-028-C01
2. Contract Summary 21-028-C01 COI

## CONSULTANT CONTRACT NO. 21-028-C01

**Recommended Consultant:**

KOA Corporation

**Background & Scope of Work:**

Consistent with the requirements of the Pedestrian and Bicycle Safety Program grant that funds this project, the consultant shall administer a community safety mini-grant program for SCAG. The primary goal of this mini-grant program is to fund a minimum of 30 community-based partners to carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California. This contract award includes the following elements:

1. Safe and Resilient Streets Strategies Mini-Grants Program management;
2. Communication Plan development and implementation; and
3. Co-Branding and printing for partner agencies

This program will fund a minimum of 30 small-scale, community-driven projects developed by eligible organizations (such as non-profits and community-based organizations) that address safety concerns of a community. Projects may involve using street space for resilient economic recovery, resource delivery, access to open space, and other purposes to increase safety in communities. Funded organizations may incorporate *Go Human* co-branded safety materials or Kit of Parts deployments (various SCAG safety equipment and promotional materials). This program encourages partnerships between a local jurisdiction, community-based organization, and SCAG.

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

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

- Communication Plan and contact list for six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura);
- Repository of applicant documents;
- Co-branded materials for a minimum of 20 partners; and
- Draft and final report, including a community presentation of results, summary, recommendations.

**Strategic Plan:**

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

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$367,413</b>
KOA Corporation (prime consultant)	\$288,836
Safe Routes Partnership (subconsultant)	\$78,577

**Contract Period:**

Notice to Proceed through September 30, 2021

**Project Number(s):**

225.3564J6.16      \$367,413  
Funding source(s): Pedestrian and Bicycle Safety Program Grant

Funding of \$367,413 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 225.3564J6.16.

**Request for Proposal (RFP):** SCAG staff notified 2,159 firms of the release of RFP 20-028-C01 via SCAG’s Solicitation Management System website. A total of 30 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

<b>KOA Corporation (1 subconsultant)</b>	<b>\$367,413</b>
Elevate Public Affairs (no subconsultants)	\$233,435
Civilian, Inc. (1 subconsultant)	\$484,942

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

The PRC consisted of the following individuals:

- Andrés Carrasquillo, Community Engagement Specialist, SCAG
- Julia Lippe-Klein, Program Manager, SCAG
- Dorothy Le Suchkova, Senior Regional Planner, SCAG

**Basis for Selection:** The PRC recommended KOA for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically regarding execution of tasks and deliverables;
- Provided the best technical approach and most robust strategy for grant administration. For example, they propose to form groups of Mini-Grant awardees to build networks and foster cross-collaboration; and
- Provided the best overall value for the level of effort proposed (proposed more than double the number of staff hours than any other proposer).

Although one firm proposed a lower price, the PRC did not recommend this firm for contract award because this did not include staff with demonstrated experience in the core competencies necessary to complete the tasks, including grant administration and graphic design.

**Conflict Of Interest (COI) Form - Attachment  
For March 4, 2021 Regional Council Approval**

Approve Contract No. 20-028-C01 in an amount not to exceed \$367,413 with KOA Corporation to assist staff with the administration of a community safety mini-grant program. The primary goal of this mini-grant program is to fund a minimum of 30 community-based partners to carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California. 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)?
KOA Corporation (prime consultant)	No - form attached
Safe Routes Partnership (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-028

## 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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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:** KOA Corporation  
**Name of Preparer:** Min Zhou, PE  
**Project Title:** CEO/President  
**RFP Number:** 21-028      **Date Submitted:** January 25, 2021

## 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) Min Zhou, PE, hereby declare that I am the (position or title) CEO/President of (firm name) KOA Corporation, 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 January 25, 2021 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.

  
 \_\_\_\_\_ January 25, 2021 \_\_\_\_\_  
 Signature of Person Certifying for Proposer Date  
 (original signature required)

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-028

## 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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

**Name of Firm:** Safe Routes to School National Partnership  
**Name of Preparer:** Cassandra Isidro  
**Project Title:** Safe and Resilient Streets Strategies and Mini-Grants  
**RFP Number:** 21-028      **Date Submitted:** January 25, 2021

## 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:

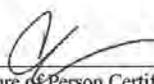
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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) Cassandra Isidro, hereby declare that I am the (position or title) Executive Director of (firm name) Safe Routes to School National Partnership, 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 January 13, 2021 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)
 

1-14-2021  
 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.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

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

**Subject:** Contracts \$200,000 or Greater: Contract No. 21-032-C01,  
Enterprise Business Intelligence

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve Contract No. 20-032-C01 in an amount not to exceed \$306,038 with AgreeYa Solutions, Inc. to develop and implement a robust Enterprise Business Intelligence System to improve data access and insights as well as to increase reporting flexibility and speed to meet changing business demands. 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. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*The consultant shall provide design and implementation services to successfully Extract, Transform, and Load (ETL) tools and processes, a central data solution, and Microsoft Power Business Intelligence (BI) reporting system. The Consultant shall advise SCAG regarding the best use of these tools to meet business requirements and assist in designing and documenting procedures required to maintain and expand the data solution and various reporting systems to ensure that SCAG can fully leverage this investment to support current and future business demands*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
AgreeYa Solutions, Inc. (21-032-C01)	The consultant shall develop and implement a robust Enterprise Business Intelligence System to improve data access and insights as well as	\$306,038

**OUR MISSION**

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

**OUR VISION**

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**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*

---

to increase reporting flexibility and speed to meet changing business demands.

**FISCAL IMPACT:**

Funding of \$150,000 is available in the FY 2020-21 budget in Project Number 811-1163.16. Funding for subsequent fiscal year through FY 2021-22 will be included in Project 811.1163.16, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 21-032-C01
2. Contract Summary 21-032-C01 COI

**CONSULTANT CONTRACT NO. 21-032-C01**

**Recommended Consultant:**

AgreeYa Solutions, Inc.

**Background & Scope of Work:**

Consultant shall implement a robust Enterprise Business Intelligence System to improve data access and insights as well as to increase reporting flexibility and speed to meet changing business demands. The Consultant shall provide design and implementation services to successfully Extract, Transform, and Load (ETL) tools and processes, a central data solution, and Microsoft Power Business Intelligence (BI) reporting system. The Consultant shall advise SCAG regarding the best use of these tools to meet business requirements and assist in designing and documenting procedures required to maintain and expand the data solution and various reporting systems to ensure that SCAG can fully leverage this investment to support current and future business demands.

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

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

- Implementing a robust enterprise business intelligence system to improve data access and insights as well as to increase reporting flexibility and speed to meet increased business demands in terms of reports from SCAG and its member agencies;
- Enhancing staff’s ability to expeditiously access and analyze data as part of standard business processes, generate reports to improve accessibility of data and information to improve operations, as well as to comply with reporting requirements for financial oversight; and
- Developing a strong and scalable reporting framework that includes: ETL Processes and Procedures, Central Data Solution, and Power BI Reporting System.

**Strategic Plan:**

- This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; And Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**Contract Amount:**

**Total not to exceed** **\$306,038**  
AgreeYa Solutions, Inc. (prime consultant)

**Contract Period:**

Notice to Proceed through June 30, 2022

**Project Number(s):**

811-1163.16 \$306,038  
Funding source: Indirect Cost

Funding of \$150,000 is available in the FY 2020-21 budget in Project Number 811-1163.16. Funding for subsequent fiscal year through FY 2021-22 will be included in Project 811.1163.16, subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 705 firms of the release of RFP 21-032 via SCAG’s Solicitation Management System website. A total of 39 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation:

<b>AgreeYa Solutions, Inc. (no subconsultants)</b>	<b>\$306,038</b>
Leonardo Da Vinci dba Quanam (no subconsultants)	\$223,500
Analytica Consulting (no subconsultants)	\$247,080
Kiefer Consulting, Inc. (1 subconsultant)	\$252,750
CoolSoft LLC (no subconsultants)	\$290,000
RSystems, Inc. (no subconsultants)	\$368,600
Rower LLC (no subconsultants)	\$527,700
ABeam Consulting (1 subconsultant)	\$577,500

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors. The PRC consisted of the following individuals:

Sana Gautam, Lead IT Project Manager, SCAG  
Jonathan Holt, Manager of Application Development and Support, SCAG  
Leigh Guannu, Lead Programmer Analyst, SCAG  
Jianhong Sun, Database Administrator, SCAG  
Tom Philip, Accounting Manager, SCAG

**Basis for Selection:** The PRC recommended AgreeYa Solutions, Inc. for the contract award because the consultant:

- Demonstrated the best understanding of the project and enterprise business intelligence platform by proposing a solution which is the most flexible, repeatable, and adaptable to SCAG’s business requirements. They provided sound recommendations for architecture, infrastructure, software, processes, training, and methodologies consistent with the latest industry best practices and standards;
- Provided the best technical approach. They were extremely thorough in their proposed approach which demonstrates their strength in all the key components needed to build a robust logical architecture e.g. Data Source Layer, Orchestration and Data Processing, Semantic Layer and Report Development;
- Provided the best overall value for the level of effort proposed because their solution aligns with our overall IT strategy in terms of technological investments and is highly scalable to build an expanded reporting and analytics solution for SCAG.
- Provided significant detail in describing how the project would be managed as well as detailed key deliverables and task level detail for the project.

Although other firms proposed a lower price, the PRC did not recommend these firms for contract award because the firms:

- Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work;
- Failed to provide adequate information on their technical approach. While they indicated they could complete the deliverables in the project they did not provide sufficient detail in how; and

- Lack of thoroughness and missing details in the proposals, pose an elevated risk of actual cost variance with their estimates.

**Conflict of Interest (COI) Form - Attachment  
For March 4, 2021 Regional Council Approval**

Approve Contract No. 20-032-C01 in an amount not to exceed \$306,038 with AgreeYa Solutions, Inc. to develop and implement a robust Enterprise Business Intelligence System to improve data access and insights as well as to increase reporting flexibility and speed to meet changing business demands. 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)?
AgreeYa Solutions, Inc. (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-032

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 [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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: AgreeYa Solutions, Inc.  
Name of Preparer: Ajay Kaul  
Project Title: Enterprise Business Intelligence  
RFP Number: 21-032 Date Submitted: Jan 3, 2021

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, Ajay Kaul, hereby declare that I am the Managing Partner of AgreeYa Solutions, 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 Jan 3, 2021 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)	<u>Jan 3, 2021</u> _____ Date
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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.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

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

**Subject:** Contracts \$200,000 or Greater: Contract No. 21-041-C01,  
Secondary Data Center Services

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve contract No. 21-041-C01 in an amount not to exceed \$399,494, with Carahsoft on behalf of QTS Data Centers to provide secondary data center services (space, power, cooling, network and physical security of SCAG's backup and disaster recovery equipment). 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 current information technology infrastructure includes backup and disaster recovery equipment hosted in a secondary data center facility located in the city of Irvine. After evaluation of this facility and its services, staff recommend a move to a new secondary datacenter that is a minimum of 400 miles apart from the primary datacenter to be consistent with best practices for disaster preparedness and recovery. This newly-located secondary data center will ensure SCAG's servers, enterprise services, and core data will be available should SCAG experience an unforeseen event. This will enable staff to continue to provide hosting and security of its critical business systems and data and decrease the risk of extended outages related to natural or man-made disasters. For reduction of risk from natural disasters, the provider will provide a managed data center facility out of state (Hillsboro, Oregon).*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Carahsoft	The consultant shall host SCAG's backup and	\$399,494

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*Be Open | Lead by Example | Make an Impact | Be Courageous*

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(21-041-C01) disaster recovery equipment.

**FISCAL IMPACT:**

Funding of \$20,000 is available in the FY 2020-21 budget in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2025-26 will be included in Project 811.1163.08, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 21-041-C01
2. Contract Summary 21-041-C01 COI

**CONSULTANT CONTRACT NO. 21-041-C01**

<b>Recommended Consultant:</b>	Carahsoft				
<b>Background &amp; Scope of Work:</b>	<p>SCAG’s current information technology infrastructure includes backup and disaster recovery equipment hosted in a secondary data center facility located in the city of Irvine. After evaluation of this facility and its services, staff recommend a move to a new secondary datacenter that is a minimum of 400 miles apart from the primary datacenter to be consistent with best practices for disaster preparedness and recovery. This newly-located secondary data center will ensure SCAG’s servers, enterprise services, and core data will be available should SCAG experience an unforeseen event. This will enable staff to continue to provide hosting and security of its critical business systems and data and decrease the risk of extended outages related to natural or man-made disasters.</p> <p>The secondary data center service provider will provide space, power, cooling, networking and physical security of SCAG’s backup and disaster recovery equipment. For reduction of risk from natural disasters, the provider will provide a managed data center facility out of state (Hillsboro, Oregon) for SCAG’s backup computer systems and applications.</p>				
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Reducing risk of network and data outages related to natural disasters due to geographic location;</li><li>• Increasing security and uptime through advanced environmental and physical security systems, including emergency generator power, redundant electrical and cooling systems, advanced fire suppression, and multi-step entry systems; and</li><li>• Ensuring that SCAG’s core data are available to reliably serve SCAG staff, constituents and partners.</li></ul>				
<b>Strategic Plan:</b>	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.				
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"><tr><td style="width: 60%;"><b>Total not-to-exceed</b></td><td style="text-align: right;"><b>\$399,494</b></td></tr><tr><td>Carahsoft</td><td></td></tr></table>	<b>Total not-to-exceed</b>	<b>\$399,494</b>	Carahsoft	
<b>Total not-to-exceed</b>	<b>\$399,494</b>				
Carahsoft					
<b>Contract Period:</b>	Notice to Proceed through April 30, 2026				
<b>Project Number:</b>	811.1163.08      \$399,494 Funding sources: Indirect Cost				
	Funding of \$20,000 is available in the FY 2020-21 budget in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2025-26 will be included in Project 811.1163.08, subject to budget availability.				

**Basis for Selection:** In accordance with SCAG’s Contract Manual Section 7.4, dated 04/17/20, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement). SCAG utilized an MSA with the NASPO ValuePoint, contract number AR2472, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

As previously stated, the secondary data center service provider will provide space, power, cooling, networking and physical security of SCAG’s backup and disaster recovery equipment. This newly-located secondary data center will ensure SCAG’s servers, enterprise services, and core data will be available should SCAG experience an unforeseen event. If staff does not acquire these services then an increased risk will exist of network and data outages related to natural or man-made disasters.

**Conflict of Interest (COI) Form - Attachment  
For March 4, 2021 Regional Council Approval**

Approve Contract No. 21-041-C01 in an amount not to exceed \$399,494, with Carahsoft on behalf of QTS Data Centers to provide secondary data center services (store SCAG’s backup and disaster recovery servers and related equipment). 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)?
Carahsoft	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-041-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:** Carahsoft Technology Corp.  
**Name of Preparer:** Kelly Miller  
**Project Title:** SCAG CPP Order  
**Date Submitted:** 2/17/21

## 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) Kelly Miller, hereby declare that I am the (position or title) Director of (firm name) Carahsoft Technology Corp., 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 2/17/21 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.

Kelly Miller  
Signature of Person Certifying for Proposer  
(original signature required)

February 17, 2021  
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.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** ACA 1 (Aguiar-Curry) – Voter Approval Threshold

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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:**

*Assembly Constitutional Amendment (ACA) 1 is a proposed measure that would lower the voter-approval threshold for the imposition, extension, or increase of special taxes and local general obligation bonds by a city, county, or special district to fund public infrastructure, affordable housing, or permanent supportive housing, from two-thirds to 55 percent. To take effect, ACA 1 would need to achieve a 2/3 votes in both houses of the Legislature and a majority of votes at the next statewide general election.*

*Staff presented ACA 1 to the Legislative/Communications and Membership Committee (LCMC) at its meeting on February 16, 2021 with a recommendation to “support.” After robust discussion, the LCMC voted to forward a support position on ACA 1 to the Regional Council by a vote of 10-3.*

**BACKGROUND:**

The California Constitution requires that special taxes and general obligation bonds be approved by two-thirds (66.67 percent) of local voters. However, local school districts, community college districts, and county offices of education must achieve only 55 percent voter approval for local revenue measures that fund the construction, reconstruction, rehabilitation, or replacement of school facilities. ACA 1 would provide parity to a city, county, or special district by lowering the voter threshold from two-thirds to 55 percent to levy special taxes or incur indebtedness in the form of general obligation bonds that fund public infrastructure, affordable housing, or permanent supportive housing projects.

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In November 2016, Ventura County placed Measure AA on the ballot, which would have imposed a 0.5 percent sales tax for 30 years for transportation infrastructure in Ventura County. A two-thirds supermajority vote was required for the approval, consistent with the state constitution. However, Measure AA failed because it achieved only 58 percent voter approval. If approved by the Legislature and a majority of voters at the next statewide general election, ACA 1 would make it easier to pass local revenue measures like Measure AA to fund transportation infrastructure.

### **ACA 1**

ACA 1 was introduced by Assemblymember Cecilia Aguiar-Curry (D-Davis) on December 7, 2020. This state constitutional amendment would lower the local vote threshold to 55 percent for approval of local bonds and special taxes that invest in public infrastructure, affordable housing, or permanent supportive housing. ACA 1 specifically defines public infrastructure to include projects for broadband access, water, sanitary sewer, wastewater treatment, parks, recreation facilities, transportation, flood control, hospital construction, public safety buildings and equipment, fire suppression, emergency response equipment, and public library facilities. Affordable housing projects include developments for households earning up to 150 percent of countywide median income or lower, low, or very low-income households. Permanent supportive housing includes housing that is occupied by a target population and linked to onsite or offsite services.

ACA 1 is cosponsored by Assemblymembers Marc Berman (D-Los Altos), Autumn Burke (D-Inglewood), David Chiu (D-San Francisco), Lorena Gonzalez (D-San Diego), Ash Kalra (D-San Jose), Marc Levine (D-San Rafael), Bill Quirk (D-Hayward), Robert Rivas (D-Salinas), Blanca Rubio (D-West Covina), Mark Stone (D-Santa Cruz), Phil Ting (D-San Francisco), and Buffy Wicks (D-Berkeley) and Senator Scott Wiener (D-San Francisco). It has not been referred to committee.

It should be noted that both houses of the Legislature will need to approve the constitutional amendment by a supermajority vote—54 of 80 in the Assembly and 27 of 40 in the Senate. The Governor's signature is not required to refer a constitutional amendment to appear on the state's ballot as a measure. Once on the ballot, the measure would require a majority vote (50 percent + 1) of the people to be approved.

Assemblymember Aguiar-Curry previously authored ACA 1 in the 2019-20 Legislative Session. The measure passed out of the Assembly Local Government Committee and the Assembly Appropriations Committee. When considered by the full Assembly, ACA 1 failed by a vote of 46-17-16. However, legislators are allowed to change their final vote. As noted in the final tally below, Assemblymembers Arambula (D-Fresno), Muratsuchi (D-Torrance), and O'Donnell (D-Long Beach) switched their vote from aye to not voting, Assemblymembers Boerner Horvath (D-Carlsbad), Cervantes (D-Corona), and Petrie-Norris (D-Irvine) changed their vote from not voting to oppose, and Assemblymember Reyes (D-San Bernardino) switched her vote from not voting to aye.



ACA 1 Final Vote		
Aye (44)	No (20)	Not Voting (15)
Aguiar-Curry (D-Davis)	Bigelow (R-Madera)	<b>Arambula (D-Fresno)</b>
Berman (D-Los Altos)	<b>Boerner Horvath (D-Carlsbad)</b>	Bauer-Kahan (D-San Ramon)
Bloom (D-Santa Monica)	Brough (R- San Juan Capistrano)	Daly (D-Anaheim)
Bonta (D-Oakland)	<b>Cervantes (D-Corona)</b>	Flora (R-Ripon)
Burke (D-Inglewood)	Chen (R-Brea)	C. Garcia (D-Downey)
Calderon (D-City of Industry)	Choi (R-Irvine)	Irwin (D-Camarillo)
Carrillo (D-Los Angeles)	Cooley (D-Rancho Cordova)	Kamlager (D-Culver City)
Chau (D-Monterey Park)	Cunningham (R-San Luis Obispo)	Maienschein (D-San Diego)
Chiu (D-San Francisco)	Diep (R-Garden Grove)	Mayes (I-Rancho Mirage)
Chu (D-Milpitas)	Fong (R-Bakersfield)	<b>Muratsuchi (D-Torrance)</b>
Cooper (D-Elk Grove)	Gallagher (R-Chico)	<b>O'Donnell (D-Long Beach)</b>
Eggman (D-Stockton)	Kiley (R-Granite Bay)	Ramos (D-Rancho Cucamonga)
Frazier (D-Brentwood)	Lackey (R-Palmdale)	Salas (D-Bakersfield)
Friedman (D-Burbank)	Mathis (R-Visalia)	Smith (D-Santa Clarita)
Gabriel (D-Woodland Hills)	Melendez (R-Lake Elsinore)	Waldron (R-Escondido)
E. Garcia (D-Coachella)	Oberholte (R- Big Bear Lake)	
Gipson (D-Gardena)	Patterson (R-Fresno)	
Gloria (D-San Diego)	<b>Petrie-Norris (D- Laguna Beach)</b>	
Gonzalez (D-San Diego)	Quirk-Silva (D-Fullerton)	
Gray (D-Merced)	Voepel (R-Santee)	
Grayson (D-Concord)		
Holden (D-Pasadena)		
Jones-Sawyer (D-Los Angeles)		
Kalra (D-San Jose)		
Levine (D-Petaluma)		
Limón (D-Santa Barbara)		
Low (D-Cupertino)		
McCarty (D-Sacramento)		
Medina (D-Riverside)		
Mullin (D-San Mateo)		
Nazarian (D-Van Nuys)		
Quirk (D-Hayward)		
<b>Reyes (D-San Bernardino)</b>		
L. Rivas (D-Arleta)		
R. Rivas (D-Salinas)		

Rodriguez (D-Chino)		
Rubio (D-West Covina)		
Santiago (D-Los Angeles)		
Stone (D-Monterey)		
Ting (D-San Francisco)		
Weber (D-San Diego)		
Wicks (D-Oakland)		
Wood (D-Eureka)		
Rendon (D-Lakewood)		

**Support**

- N/A

**Opposition**

- Valley Industry and Commerce Association

**Prior Committee Action**

Staff presented ACA 1 to the LCMC at its meeting on January 19, 2021 and recommended a “support” position. The recommendation to support was consistent with the 2021 State Legislative Platform, which was adopted by the Regional Council at the start of the new year. Specifically, the legislative platform expresses support for legislative efforts that would decrease the voter approval threshold for the creation, extension, or increase of local transportation tax measures and support for new funding tools to enable local governments to expand broadband, transportation, and affordable housing infrastructure.

At the January 19, 2021 meeting, Members of the LCMC expressed concern that, in 2020, a previous iteration of ACA 1 failed on the Assembly floor even though Democrats held a supermajority of seats. Other members expressed favorability as ACA 1 would provide local governments with more tools to address the housing affordability crisis. After robust discussion on ACA 1, Members of the LCMC decided to table the item pending further information.

Staff presented further information at the February 16, 2021 LCMC meeting, including a special presentation from Assemblymember Cecilia Aguiar-Curry (D-Davis), Chair of the Assembly Committee on Local Government and the author of ACA 1. The Committee again received a staff presentation on this matter and after a period of discussion voted 10-3 to forward a “support” position to the Regional Council.

**FISCAL IMPACT:**

Work associated with the ACA 1 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** SB 4 (Gonzalez) and AB 14 (Aguiar-Curry) - Broadband

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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 COVID-19 pandemic has made the digital divide more apparent as schools, jobs, healthcare and a significant number of government services have moved online. Without adequate broadband infrastructure, underserved communities find themselves at an even greater disadvantage, resulting in a widening of the equity gap. Senate Bill (SB) 4 and Assembly Bill (AB) 14 would expedite the financing and construction of broadband infrastructure in areas with limited internet connectivity.*

*Staff presented SB 4 and AB 14 to the Legislative/Communications and Membership Committee (LCMC) at its meeting on February 16, 2021. After some discussion, the LCMC voted to forward a “support” position on SB 4 and AB 14 to the Regional Council by a vote of 11-1-1.*

**BACKGROUND:**

Broadband has become essential infrastructure for the 21st century and universal access is critical to the state’s economy, education, and basic health and well-being. Additionally, digital skills are increasingly necessary for a growing number of jobs. The COVID-19 pandemic has pushed more activities online and underscored the need for all Californians to have a robust connection that supports distance learning, telework, telehealth, and everyday needs.

California’s connectivity challenges are immense. Over 2 million Californians do not have access to high-speed broadband service at benchmark speeds of 100 megabits per second (Mbps) downloads. Additionally, as of December 2018, 23 percent of the state’s housing units, which house 8.4 million

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residents, do not have broadband subscriptions. A full 33 percent of rural households in the state have no high-speed broadband.

According to the 2019 United States Census Data, within the SCAG region alone, approximately 650,000 households, or 10 percent, do not have access to adequate internet speeds (i.e. dial-up internet) or no internet access. These households are disproportionately located in low-income and rural areas and the populations are predominantly Black, Latino, or senior citizens. Moreover, due to the pandemic, 124,000 schools across the country closed moving education activities online. With so many households in the SCAG region lacking proper access to broadband, many students in low-income or underserved communities now face a disadvantage in learning and keeping pace with their peers.

Further, telework has created a similar division, allowing for some to safely work from home while others must keep commuting to work and putting their lives and health at risk. Activities shifting towards the digital landscape may remain after the pandemic, and households without access to broadband will face significant educational, health, and economic disadvantages.

#### California Advanced Services Fund (CASF)

In 2007, the California Public Utilities Commission (CPUC) established the CASF program to encourage deployment of broadband services to all Californians. The CASF provides grants to bridge the digital divide in unserved and underserved areas. CASF is funded by a surcharge rate on revenues collected by telecommunications carriers from end-users of intrastate services. The surcharge is assessed per line on a consumer's monthly bill. The CPUC is authorized to collect up to \$330 million, or \$66 million annually, from 2018 through 2022.

Currently, state law allows projects to be eligible for grant awards that deploy infrastructure with internet speeds as slow as 10 Mbps downstream and 1 Mbps upstream to unserved households.

#### **SB 4 and AB 14**

On December 7, 2020, Senator Lena Gonzalez (D-Long Beach) introduced SB 4 to expedite the financing and construction of broadband infrastructure in areas with limited internet connectivity through proposed reforms to the CASF. SB 4 would make it easier for local governments to apply for these CASF grants, as they are currently last in the queue to be considered. Furthermore, the bill would increase broadband speed eligibility requirements for CASF grant projects to a minimum of 25 Mbps downstream and 3 Mbps upstream, with a goal of achieving at least 100 Mbps downstream.

SB 4 would also remove the 2022 sunset on the CASF surcharge that generates revenues for these grants and would cap the fee at \$0.23 cents per line. Lastly, SB 4 would create the Broadband Bond

Financing Securitization Account to allow local governments that finance broadband projects through local bonds to use CASF grants to pay the bond debt in the short-term.

Concurrently, Assemblymember Cecilia Aguiar-Curry (D-Davis) introduced AB 14. Similar to SB 4, AB 14 would ensure that CASF grants prioritize local governments but as part of a new category called “anchor institutions” that includes schools, community colleges, libraries, hospitals, health clinics, public safety entities, and community organizations. AB 14 would also eliminate the sunset to collect the CASF surcharge but does not cap the rate like SB 4. Furthermore, AB 14 changes eligibility requirements for CASF grants awards but further extends it to broadband speeds of a minimum of 25 Mbps downstream and 25 Mbps upstream, with a goal of achieving at least 100 Mbps downstream. This bill would also establish a Broadband Bond Financing Securitization Account.

AB 14 goes a step further and specifically requires the development of recommendations and a model for streamlined local land-use approval and construction permit processes for broadband infrastructure projects. Lastly, it would authorize the CPUC to require internet service providers to report to the CPUC information on free, low-cost, or income-qualified internet service plans they offer.

SB 4 is cosponsored by Senators Anna Caballero (D-Salinas), María Elena Durazo (D-Los Angeles), Robert Hertzberg (D-Van Nuys), Mike McGuire (D-San Rafael), Nancy Skinner (D-Oakland), Henry Stern (D-Calabasas), and Scott Wiener (D-San Francisco) and Assemblymembers Cecilia Aguiar-Curry (D-Davis), Wendy Carrillo (D-Los Angeles), Eduardo Garcia (D-Coachella), Lorena Gonzalez (D-San Diego), Luz Rivas (D-Arleta), and Buffy Wicks (D-Oakland). The bill was referred to the Senate committees on Energy, Utilities and Communications and Judiciary. A hearing date has not been set but is expected sometime this spring.

**Support (highlights)**

- Electronic Frontier Foundation
- Common Sense
- ACLU of California
- California Center for Rural Policy
- California School Boards Association
- California State Association of Counties (CSAC)
- Central Coast Broadband Consortium
- Computer Science Teacher Association
- Consumer Reports
- County of Marin Board of Supervisors
- County of Monterey Board of Supervisors
- Environmental Center for San Diego

**Opposition**

- N/A

- Great School Voices
- The Greenlining Institute
- Inland Empire Regional Broadband Consortium
- Imperial Valley Economic Development
- Radio Bilingüe
- Reddit, Inc.
- Rural County Representative of California (RCRC)
- San Diego County Office of Education
- Southeast Communities Development Corporation
- Southern Border Broadband Consortium
- TechEquity Collaborative
- Writers Guild of America West
- YMCA of Greater Long Beach

AB 14 is cosponsored by Assemblymembers Rebecca Bauer-Kahan (D-San Ramon), Richard Bloom (D-Santa Monica), Rob Bonta (D-Oakland), Autumn Burke (D-Inglewood), Wendy Carrillo (D-Los Angeles), Cristina Garcia (D-Downey), Eduardo Garcia (D-Coachella), Jacqui Irwin (D-Camarillo), Evan Low (D-Cupertino), Al Muratsuchi (D-Torrance), Cottie Petrie-Norris (D-Irvine), Bill Quirk (D-Hayward), Sharon Quirk-Silva (D-Fullerton), Eloise Gómez Reyes (D-San Bernardino), Robert Rivas (D-Salinas), Blanca Rubio (D-West Covina), Miguel Santiago (D-Los Angeles), Mark Stone (D-Monterey), Buffy Wicks (D-Berkeley), and Jim Wood (D-Eureka) and Senators Susan Talamantes Eggman (D-Stockton), Lena Gonzalez (D-Long Beach), Monique Limón (D-Oxnard), and Mike McGuire (D- San Rafael). The bill was referred to the Assembly committees on Communications and Conveyance and Local Government. A hearing date has not been set but is expected sometime this spring.

**Support (highlights)**

- California School Boards Association
- Inland Empire Regional Broadband Consortium
- Imperial Valley Economic Development
- Radio Bilingüe
- Southeast Communities Development Corporation
- Southern Border Broadband Consortium
- YMCA of Greater Long Beach

**Opposition**

- N/A

**Prior Committee Action**

Staff presented SB 4 and AB 14 to the LCMC at its meeting on February 16, 2021 and recommended a “support” position consistent with the Regional Council-adopted legislative platform that expresses support for coordinated efforts that would prioritize additional funding and resources for

broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Moreover, on February 4, 2021, the Regional Council adopted a resolution establishing a Broadband Action Plan to rapidly deploy broadband technology and increase broadband access in underserved communities throughout Southern California. It also includes a model resolution and policy paper for local jurisdictions to adopt that supports streamlining permitting processes for broadband infrastructure. This was developed by a working group through SCAG's Emerging Technology Committee.

Staff also recommended including five broadband principles, which are grounded in the Regional Council's resolution, to guide SCAG's advocacy efforts as discussions on these bills continue:

- Empower regional consortia to engage local governments to adopt policies and enact permit streamlining, consistent permitting fees, emergency ordinances, and waivers for microprojects to accelerate broadband deployment and adoption.
- Encourage collaboration between the State, metropolitan planning organizations (MPOs), local governments, regional consortia and other stakeholders (school districts, universities and college districts, health services, community and business stakeholders) to establish broadband working groups.
- Provide grant funding to governmental entities to develop programs, including those integrated into affordable housing development, that provide steady funding for free or subsidized internet access for qualifying residents that bridges the economic digital divide.
- Develop broadband opportunity zones in rural unserved areas and urban poor underserved neighborhoods.
- Encourage rationalization of policies to facilitate broadband infrastructure installation along corridors identified for roadway or other construction, supporting "dig once" and "dig smart" goals.

Many members of the LCMC expressed support for SB 4 and AB 14 because both bills would ensure that CASF grants prioritize local governments. Other members raised a concern that AB 14 does not include a cap on the CASF surcharge as proposed in SB 4. Subsequently, the LCMC voted to recommend a "support" position to the Regional Council for SB 4 and AB 14 by a vote of 11-1-1.

**FISCAL IMPACT:**

Work associated with the staff report on SB 4 and AB 14 is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** SB 7 (Atkins) - The Jobs and Economic Improvement Through  
Environmental Leadership Act of 2021

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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:**

*Senate Bill (SB) 7 would extend and expand the popular California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects under AB 900 (Chapter 354, Statutes of 2011). In 2011, the Legislature and Governor Brown approved AB 900, which streamlined paperwork and expedited legal challenges to large, multi-benefit housing, energy, and manufacturing projects that meet certain environmental and labor standards. The Legislature twice extended the program, though it expired on December 31, 2020. SB 7, authored by Senate President Pro Tem Toni Atkins (D-San Diego), would further extend the streamlined CEQA process through January 1, 2024 and expand its eligibility to include certain smaller housing projects.*

*At its meeting on February 16, 2021, the Legislative/Communications and Membership Committee (LCMC) voted 13-1 to forward a “support” position on SB 7 to the Regional Council.*

**BACKGROUND:**

AB 900 enacted "the Jobs and Economic Improvement Through Environmental Leadership Act of 2011" and established specified procedures for the judicial review of the environmental impact report (EIR) and approvals granted for a leadership project related to the development of a residential, retail, commercial, sports, cultural, entertainment, or recreational use project, or clean renewable energy or clean energy manufacturing project.

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To qualify as an Environmental Leadership Development Project (ELDP), the project had to:

- Construct a residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is LEED-certified (silver or better);
- Achieve a 10% greater standard for transportation efficiency relative to comparable projects;
- Be located on an infill site and be consistent with the metropolitan planning organization's adopted sustainable communities strategy;
- Result in a minimum investment of \$100 million and create high wage, highly skilled jobs that pay prevailing wages and living wages;
- Result in no additional net emission of greenhouse gases.

Clean renewable energy projects that generate electricity exclusively through wind or solar and clean energy manufacturing project that manufactures products, equipment, or components used for renewable energy generation, energy efficiency, or for production of clean alternative fuel vehicles were also eligible for the Leadership Project determination.

A public or private entity could apply to the Governor's Office of Planning and Research for certification that the ELDP is eligible for streamlining under the Act. If a project receives the ELDP designation, the AB 900 process provides that the courts, to the extent feasible, must complete the judicial review process within 270 days for certain CEQA-related actions or proceedings. While current law requires the courts to give CEQA related cases preference over all other civil actions, typical timelines for CEQA litigation typically last between three to five years, depending on the project's complexity and case.

AB 900 had a January 1, 2015 sunset clause; however, the bill was twice extended. Senate Bill (SB) 734 (Chapter 210, Statutes of 2016), by former Senator Cathleen Galgiani (D-Stockton), and AB 246 (Chapter 522, Statutes of 2017), by Assemblymember Miguel Santiago (D-Los Angeles), extended the bill through the end of 2020. To extend the sunset clause a third time, Senate President Pro Tem Toni Atkins (D-San Diego) authored SB 995.

SB 995 would have extended the AB 900 ELDP program to 2024 and expanded it to include housing projects valued at a minimum of \$15 million and in which at least 15 percent of the project's housing units are dedicated to housing that is affordable to lower-income households. A vote on the Senate floor to accept amendments made on the Assembly floor was not achieved before the clock expired on the 2020 session. Pro Tem Atkins reintroduced this concept, however, and it is now SB 7.

#### **SB 7**

Senate President Pro Tem Toni Atkins introduced SB 7 on December 7, 2020, the first day of the 2021-22 legislative session. SB 7 would extend the streamlined judicial for Environmental

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Leadership Development Projects first authorized under AB 900 through January 1, 2024. In addition, housing projects valued at a minimum of \$15 million and in which at least 15 percent of the project is dedicated to housing that is affordable to lower-income households would be eligible to participate in the program.

SB 7 is coauthored by Senators Lena Gonzalez (D-Long Beach) and Susan Rubio (D-Baldwin Park). SB 7 has been referred to the Senate Environmental Quality Committee though a hearing date has not yet been set. SB 7 must pass with a 2/3 supermajority vote in the Assembly and State Senate to take effect immediately.

**Prior Committee Action**

Staff presented SB 7 to the LCMC at its meeting on February 16, 2021 and recommended a “support” position consistent with the 2021 State Legislative Platform, which includes the following points:

- While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
- Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

After some discussion, Members of the LCMC voted 13-1 to forward a “support” position on SB 7 to the Regional Council.

**FISCAL IMPACT:**

Work associated with the SB 7 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

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

**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov

**Subject:** SB 44 (Allen) - CEQA Streamlined Judicial Review:  
Environmental Leadership Transit Projects

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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:**

*In 2011, the Legislature created a process for certain projects that show environmental leadership by meeting enumerated criteria to receive expedited judicial review in the event of a legal challenge brought pursuant to the California Environmental Quality Act (CEQA). That legislation, AB 900 (Buchanan, Chapter 354, Statutes of 2011), was twice extended until January 1, 2021. SB 44, authored by Senator Ben Allen (D-Redondo Beach), would establish procedures and standards for designating certain transportation projects as environmental leadership projects.*

*At its meeting on February 16, 2021, the Legislative/Communications and Membership Committee (LCMC) unanimously voted to forward a “support” position on SB 44 to the Regional Council.*

**BACKGROUND:**

AB 900 enacted “the Jobs and Economic Improvement Through Environmental Leadership Act of 2011,” and established specified procedures for the judicial review of the environmental impact report (EIR) and approvals granted for a leadership project related to the development of a residential, retail, commercial, sports, cultural, entertainment, or recreational use project, or clean renewable energy or clean energy manufacturing project.

To qualify as an Environmental Leadership Development Project (ELDP), the project had to:

- Construct a residential, retail, commercial, sports, cultural, entertainment, or

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- recreational use project that is LEED certified (“Silver” or better);
- Achieve a 10% greater standard for transportation efficiency relative to comparable projects;
- Be located on an infill site and be consistent with the metropolitan planning organization’s adopted sustainable communities strategy;
- Result in a minimum investment of \$100 million and create high wage, highly skilled jobs that pay prevailing wages and living wages;
- Result in no net additional emission of greenhouse gases.

Clean renewable energy projects that generate electricity exclusively through wind or solar and clean energy manufacturing project that manufactures products, equipment, or components used for renewable energy generation, energy efficiency, or for production of clean alternative fuel vehicles were also eligible for the Leadership Project determination.

A public or private entity could apply to the Governor’s Office of Planning and Research for certification that the ELDP is eligible for streamlining under the Act. If a project receives the ELDP designation, the AB 900 process provides that the courts, to the extent feasible, must complete the judicial review process within 270 days for certain CEQA-related actions or proceedings. While current law requires the courts to give CEQA related cases preference over all other civil actions, normal timelines for CEQA litigation typically last between three to five years, depending on the complexity of the project and case.

AB 900 had a January 1, 2015 sunset clause; however, the bill was twice extended. Senate Bill (SB) 734 (Chapter 210, Statutes of 2016), by former Senator Cathleen Galgiani (D-Stockton), and AB 246 (Chapter 522, Statutes of 2017), by Assemblymember Miguel Santiago (D-Los Angeles) extended the bill through the end of 2020. To extend the sunset clause a third time, Senate President Pro Tem Toni Atkins (D-San Diego) authored SB 995 in 2020.

Also in 2020, Senator Allen authored SB 757, which would have expanded the ELDP to include certain transit projects. SB 757 passed both chambers and made it on the Governor’s desk. However, Governor Newsom vetoed SB 757 because the bill was contingent upon the passage of Senator Atkins’ SB 995, which provided the extension of the ELDP in the first place. A vote on the Senate floor to incorporate amendments made on the Assembly floor was not achieved before the clock expired on the 2020 session, so the AB 900 program officially expired. Senator Allen reintroduced this concept, however, and it is now SB 44.

#### **SB 44**

Senator Benjamin Allen (D-Santa Monica) introduced SB 44 on December 7, 2020, the first day of the 2021-22 legislative session. SB 44 would expand the Jobs and Economic Improvement Through

Environmental Leadership Act of 2011, first created under AB 900, to include a project that constructs a fixed guideway and related facilities that meet the following criteria:

- The fixed guideway operates at zero-emissions.
- For projects more than two miles in length, the project reduces emissions by no less than 400,000 metric tons of greenhouse gases directly in the corridor of the project defined in the applicable environmental document over the useful life of the project, without using offsets.
- For projects no more than two miles in length, the project reduces emissions by no less than 50,000 metric tons of greenhouse gases directly in the corridor of the project defined in the applicable environmental document over the useful life of the project, without using offsets.
- The project reduces no less than 30,000 vehicle miles traveled in the corridor of the project defined in the applicable environmental document over the useful life of the project.
- The project is consistent with the applicable sustainable communities strategy.
- The project meets specified labor requirements.

If a project achieves the ELDP designation, the AB 900 process provides that the courts, to the extent feasible, must complete the judicial review process within 270 days for certain CEQA-related actions or proceedings. SB 44 would also reduce the public comment timeframe for transit ELDP projects.

The current bill language is not entirely clear on the certification process, but it seems to indicate that the sponsoring public agency would self-certify environmental leadership transit projects. Further, the bill directs the Judicial Council to establish rules for CEQA and Certification cases that may be filed.

One significant difference between SB 44 and its predecessor SB 757 is that projects would not have to be specifically designated as an ELDP by the Governor. Secondly, SB 44 is not conditioned upon the passage of any companion legislation and would take effect immediately upon its enactment.

SB 44 currently does not have any cosponsors. SB 44 has been referred to the Senate Environmental Quality Committee though a hearing has not yet been scheduled.

#### **Prior Committee Action**

Staff presented SB 44 to the LCMC at its meeting on February 16, 2021 with a recommendation to take a position of “support,” consistent with the 2021 State Legislative Platform that includes the following points:

- While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
- Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

After receiving a staff report, Members of the LCMC unanimously voted to forward a “support” position to the Regional Council for SB 44.

**FISCAL IMPACT:**

Work associated with the SB 44 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** AB 43 (Friedman) - Traffic Safety

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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:**

*In January 2020, the California State Transportation Agency (CalSTA) released the Zero Traffic Fatalities Task Force – Report of Findings that identified policy recommendations, like changes in speed setting methodologies, to reduce traffic-related fatalities and serious injuries. Assembly Bill (AB) 43 would codify some near-term recommendations in CalSTA's Report of Findings that improve safety on roadways across the state.*

*Staff presented AB 43 to the Legislative/Communications and Membership Committee (LCMC) at its meeting on February 16, 2021, after which the LCMC unanimously voted to forward a “support” position to the Regional Council.*

**BACKGROUND:**

AB 2363 (Friedman, Chapter 650, Statutes of 2018) required the Secretary of Transportation to establish and convene a Zero Traffic Fatalities Task Force. The goal of the Task Force was to identify changes in speed setting methodologies and other efforts to reduce traffic-related fatalities and serious injuries. The Task Force was also charged with exploring complementary strategies, such as automated speed enforcement. The Zero Traffic Fatalities Task Force convened three workshops over summer/fall 2019 to provide input on recommendations. SCAG was represented on the Task Force by the Honorable Meghan Sahli-Wells of Culver City. In January 2020, CalSTA released the *Zero Traffic Fatalities Task Force – Report of Findings*. It included recommendations for changes to speed limits that will help California meet its “Toward Zero Deaths” goals and annual targets. Establishing annual safety targets is federally mandated and requires that state departments of

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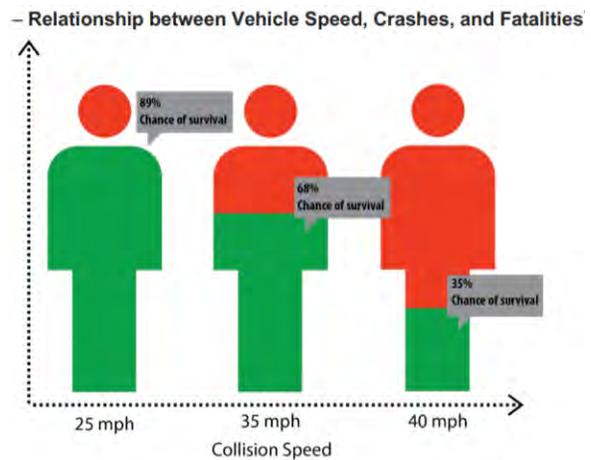
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transportation such as Caltrans work with Metropolitan Planning Organizations such as SCAG to assess fatalities and serious injuries on all public roads, establish safety performance measures, and report safety targets.

Many factors contribute to traffic fatalities and injuries, including speeding, distracted driving, and impaired driving. However, the relationship between speeding and traffic fatalities and injuries is an increasing subject of attention. Nationwide, speeding contributes to approximately one-third of all motor vehicle fatalities. According to a National Transportation Safety Board (NTSB) report, speed increases crash risk in two ways: (1) it increases the likelihood of being involved in a crash and (2) it increases the severity of injuries sustained by all road users in a crash.

The relationship between speed and injury severity is especially critical for vulnerable road users such as bicyclists and pedestrians. In the U.S., on average, a pedestrian is killed in a motor vehicle crash every 88 minutes. In the event of a crash between a vehicle and a pedestrian or bicyclist, the vehicle’s speed will largely determine whether the person hit will survive. The adjacent infographic depicts this relationship, demonstrating that the faster a vehicle is traveling, the less likely it is that the person will survive the crash.



On roadways throughout the SCAG region, every year on average, 1,600 people are killed, 6,300 are seriously injured, and 136,000 are injured in traffic collisions. About 90 percent of collisions are occurring in urban areas and most collisions are occurring on local roads, not on highways. Unsafe speed is the primary factor for approximately a third of all collisions in the region. Speeding makes a crash more likely, and in a crash that is speed-related, a person is more likely to be injured and the injuries are more likely to be severe.

85th Percentile Methodology

Current procedures for setting speed limits in California rely on the 85th percentile methodology, an approach developed decades ago for vehicles primarily on rural roads. As its name implies, the 85th percentile speed is the velocity at which 85 percent of vehicles drive at or below on any given road. The 85th percentile methodology assumes that most drivers will drive at a safe and reasonable speed based on the road conditions. It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes.

Using the 85th percentile methodology to establish a posted speed limit is a two-step process. First, traffic engineers calculate the 85th percentile speed for a given roadway by conducting an engineering and traffic survey. Engineers select a roadway and measure the speed of free-flowing traffic with radar or “lidar guns.” The survey results are then analyzed, yielding the speed at which 85 percent of the drivers are traveling at or below. The 85th percentile speed does not automatically become the speed limit that is posted for that road.

In the second step, engineers can apply rounding and adjustment allowances based on a variety of other conditions, resulting in a speed limit that deviates from the 85th percentile speed. California law places parameters and limits on these deviations. When using engineering and traffic surveys to post lower speed limits, the maximum amount that a posted speed limit can deviate from the 85th percentile speed is 7 mph. Ultimately, the speed at which 85 percent of road users drive at or below exercises a profound influence on the final speed limit that is posted for the road. Given that speed is the leading predictor of whether someone survives a crash, changing speed setting methodologies has significant potential for saving lives.

#### **AB 43**

On December 7, 2020, Assemblymember Laura Friedman (D-Glendale) introduced AB 43. It would provide greater flexibility to local governments when calculating speed limits along a section of roadway if there is found to be an uptick in traffic-related crashes. Current state law requires a regular survey of traffic speeds on road segments every five or seven years. However, each time a traffic speed survey is taken, it is not uncommon to find that more drivers exceed the limit. As described above, current procedures for setting speed limits in California are set based on the 85th percentile methodology. A new speed survey could force local authorities to raise the speed limit. If a traffic speed survey is older than five or seven years, the state considers the speed limit to be a speed trap, and the speed limit is unenforceable. That leaves some jurisdictions unable to enforce their speed limits because their data is too old. AB 43 extends the number of years required between traffic surveys to ten years, in places that have experienced an increase in crashes. This could be useful, in the short term, to local governments by allowing them to retain the older traffic speed survey and maintain the existing speed limit.

Furthermore, AB 43 would codify a recommendation from the previously mentioned *Report of Findings* by requiring Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual beginning June 1, 2022 and every six months thereafter. This could benefit California cities and counties looking to access a definitive document that provides comprehensive engineering and design standards for low speed roadways that prioritize people walking, bicycling, and taking transit.

In addition, consistent with another recommendation from the *Report*, the bill would require the California Traffic Safety Program to include a traffic safety monitoring program to identify and

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address locations with pedestrian- and bicyclist-related crashes. Currently, there are four ongoing traffic safety monitoring programs that identify and address locations statewide that have experienced vehicle-related crash types, but none of these programs provide a regular mechanism to evaluate and improve locations for pedestrian- and bicyclist-safety.

AB 43 is cosponsored by Assemblymembers Tasha Boerner Horvath (D-Carlsbad), David Chiu (D-San Francisco), Bill Quirk (D-Hayward), and Phil Ting (D-San Francisco). The bill was referred to the Assembly Committee on Transportation. A hearing date has not been set but is expected sometime this spring. At this time, there is no official support or opposition of AB 43 by other transportation stakeholders.

### **Prior Committee Action**

Staff presented AB 43 to the LCMC at its meeting on February 16, 2021, after which the LCMC unanimously voted to forward a support recommendation to the Regional Council. Support for AB 43 is consistent with the 2021 State Legislative Program, which was adopted by the Regional Council, and states:

- *Support legislation that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.*
- *Work with the state and local partners to identify new tools to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.*

Moreover, on February 4, 2021, the Regional Council adopted the Regional Safety Policy Resolution and 2021 regional safety targets to annually reduce traffic-related fatalities and serious injuries by 3.5 percent to reach the goal of zero by 2050. Through the resolution, SCAG affirms its commitment to providing regional leadership and endorses the Towards Zero Deaths by 2050 goals by implementing safety strategies in Connect SoCal and the Regional Safety Policy to guide the work, with a focus on data-driven decision-making, equity, and partnerships with local and state agencies.

### **FISCAL IMPACT:**

Work associated with the staff report on AB 43 is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve up to \$22,500 in annual memberships for the 1) METRANS Associates Program (\$12,500); 2) California Contract Cities Association (\$5,000); and 3) 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 February 16, 2021 meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$22,500 in memberships for the 1) METRANS Associates Program (\$12,500); 2) California Contract Cities Association (\$5,000); and 3) Mileage-Based User Fee Alliance (\$5,000).*

**BACKGROUND:**

**Item 1:** METRANS Associates Program  
**Type:** Membership      **Amount:** \$12,500

The METRANS Associates Program is the core support for the METRANS Transportation Center, which operates through a joint partnership with the University of Southern California and California State University, Long Beach. METRANS focuses on solving the most pressing transportation problems facing large metropolitan regions, like the Los Angeles Metropolitan area, through interdisciplinary research, education, and outreach. The METRANS Associate Program offers a medium to encourage and facilitate collaboration between the University community, the private sector, and the public sector to study trends and forecasts in goods movement and international trade and discuss the latest updates, developments, and policies in the transportation sector.

SCAG staff is recommending that the agency obtain membership at the “Bronze” level, which will

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provide SCAG with the following:

- Opportunities to propose special topical events related to current transportation issues;
- Customized opportunities for student engagement and recruitment;
- Feature article in various METRANS publications and online media;
- Admission to all METRANS events and VIP receptions, including (2) complimentary admissions to the biennial International Urban Freight Conference (I-NUF);
- Recognition on METRANS website and other communication materials and at all METRANS events, including: I-NUF, Town Hall meetings, and the annual Seminar Series; and
- METRANS is honoring the Southern California Association of Governments as an advisory board member for the fiscal year.

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**Item 2:** California Contract Cities Association

**Type:** Membership      **Amount:** \$5,000

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California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not-for-profit organizations, the Association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 76 member cities and represents nearly seven and a half million residents from across California.

SCAG staff is recommending that the agency maintain membership at the “Silver” level, which will provide SCAG with the following:

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Priority Selection for Annual Municipal Seminar booth location;
- Sponsor recognition (including signage) at educational seminars;
- Invitation to select CCCA City Managers/Administrators Committee meetings;
- Access to CCCA membership roster and conference registration lists;
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee; and
- (2) Company social media recognitions per year.

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**Item 3:** Mileage-Based User Fee Alliance

**Type:** Membership      **Amount:** \$5,000

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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), CDM Smith, WSP (formerly Parsons Brinckerhoff), and nine 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.

**FISCAL IMPACT:**

\$5,000 for membership in the Mileage-Based User Fee Alliance is included in the approved FY 20-21 Indirect Cost budget. \$17,500 for memberships in the California Contract Cities Association and METTRANS Associate Program are included in the approved FY 20-21 General Fund budget.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

**To:** Regional Council (RC)  
**From:** Art Yoon, Director of Policy and Public Affairs,  
(213) 236-1840, ArtYoon@scag.ca.gov  
**Subject:** March 2021 State & Federal Legislative Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**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**

**Looking Ahead: Legislative Deadlines in Sacramento**

The California Legislature continues to move forward with its legislative calendar. Notably, the bill introduction deadline was February 19, 2021. More than 2,400 bills were introduced, including resolutions and spot bills. Lawmakers will have a week-long recess from March 25, 2021 to April 5, 2021. When they return, they will face looming committee deadlines to move bills from policy committees to fiscal committees or the floor at the end of April and beginning of May. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
<b>February 19, 2021</b>	Last day for bills to be introduced
<b>March 25, 2021</b>	Spring Recess begins upon adjournment
<b>April 5, 2021</b>	The legislature reconvenes from Spring Recess
<b>April 30, 2021</b>	Last day for <b>policy committees</b> to meet and report to fiscal committees <b>fiscal bills</b> introduced in their house
<b>May 7, 2021</b>	Last day for <b>policy committees</b> to meet and report to the floor <b>non-fiscal bills</b> introduced in their house

**Sacramento Lawmakers Agree on \$9.6B COVID Relief Package**

On February 17, 2021, Governor Newsom and legislative leaders announced a \$9.6 billion COVID-19

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relief package to support low-income workers and small businesses in the state. Reaching a deal on the relief package was a significant hurdle for quickly distributing funds to those most affected by the pandemic, as prioritized the Governor's January Budget.

Highlights of the \$9.6 billion package include the following:

- \$2.1 billion in new Small Business Relief Grants for up to \$25,000 for small businesses impacted by the pandemic. The agreement also partially conforms California tax law to new federal tax treatment for loans provided through the Paycheck Protection Program, which allows companies to deduct up to \$150,000 in expenses covered by the PPP loan.
- \$116 million in fee waivers for impacted service industries. The agreement provides for two years of fee relief for roughly 59,000 restaurants and bars licensed through the state's Department of Alcoholic Beverage Control that can range annually from \$455 to \$1,235. The agreement also reflects fee relief for more than 600,000 barbering and cosmetology individuals and businesses licensed through the Department of Consumer Affairs.
- \$2.8B in "Golden State Stimulus" payments to assist California households that have borne a disproportionate economic burden of the COVID-19 Recession. The Golden State Stimulus consists of the following:
  - \$600 in one-time relief to households receiving the California Earned Income Tax Credit for 2020.
  - \$600 in one-time payments to taxpayers with Individual Tax Identification Numbers (ITINs) who were precluded from receiving the \$1,200 per person federal payments issues last spring and the more recent \$600 federal payments. The agreement would provide the \$600 payments to households with ITINs and income below \$75,000.
  - \$600 in one-time grants to households enrolled in the CalWORKS program and recipients of SSI/SSP and Cash Assistance Program for Immigrants (CAPI) program.
- \$857M in restorations, beginning in the new fiscal year, for previously enacted reductions to the University of California, California State University, the Judiciary and other state programs.
- \$400 million in new federal funds that will provide stipends of \$525 per enrolled child for all state-subsidized childcare and preschool providers serving approximately 400,000 children in subsidized care statewide. The new federal resources will extend care for children of essential workers through June of 2022, and funds increased access to subsidized child care for more than 8,000 children of essential workers and at-risk children – who are not currently served in the system – through June of 2022.

Many of the items listed above were considered for “early action” in the Governor’s January Budget proposal, meaning the Governor had asked the Legislature to take action on them to accelerate economic recovery before the 2021-22 fiscal year begins in July. Not all items slated for early action, however, were included. Appropriations for the Infill Infrastructure Grant program, wildfire and forest resilience strategies, and other needs were not included in this package, indicating that the Governor and legislative leaders may formulate a second early action package this spring.

## FEDERAL

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### **Lawmakers Advance President Biden's American Rescue Plan**

Work to advance President Biden’s “American Rescue Plan” continues in the United States Congress. This is the \$1.9 trillion proposal that includes another round of \$1,400 assistance checks for eligible Americans, a boost to federal unemployment insurance, an additional \$30 billion for financial relief for mass transit providers, \$350 billion in flexible aid for state and local governments, and other provisions to respond to the ongoing impacts of the COVID-19 pandemic.

In mid-February, House policy committees drafted and passed their portions of the plan. The House Budget Committee then collected these various portions from each committee, packed them together without change into one bill, and reported that bill to the House floor. The House passed the package at the end of February and vaulted over to the Senate. The Senate will now follow a similar process with any variances between the House and Senate versions ironed out in a conference committee. Congressional leaders have acted quickly as they hope to deliver the Plan to President Biden’s desk by March 14, 2021, the date when supplemental federal unemployment insurance benefits, authored by previous COVID-19 relief packages, is set to expire.

Congressional Democrats’ use of the budget reconciliation process for this package allow the House and Senate to consider the measure with simple majority votes. The reduced vote threshold increases the likelihood of passage, but reconciliation rules narrows the scope and impact that the bill may take.

### **Infrastructure Stimulus Legislation**

Because Congress did not enact a budget resolution last year, they get two bites at the apple this year. Congress can pass the “American Rescue Plan” mentioned above for the ongoing Fiscal Year 2021 and then they can do a regular budget resolution for Fiscal Year 2022 which could then force a second reconciliation cycle. Congressional Democrats are considering using the budget reconciliation process in April to pass tax changes and elements of an infrastructure stimulus bill.

### **Federal Mortgage Relief and Foreclosure Moratorium Extension**

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On February 15, 2021, the Biden Administration announced an extension of federal mortgage relief and the foreclosure moratorium through June 2021. Previously, the programs were set to expire in at the end of March. According to the White House, 10 million Americans are currently behind on their mortgage payments and about 20 percent of renters are behind on their rent payments.

#### **Infrastructure for Rebuilding America (INFRA) discretionary grant program NOFO**

On February 17, 2021, the Department of Transportation (DOT) posted a Notice of Funding Opportunity for the FY 2021 INFRA grant program. The NOFO announces a total of \$889 million available in grants to fund projects fund transportation projects of national and regional significance that have result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

For the first time, the DOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change, or whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission-vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.

Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to benefit underserved communities. DOT will also consider whether the project is located in a federally designated community development zone, including Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.

The INFRA NOFO also announced the creation of the “INFRA Extra” Program, which will identify competitive INFRA applicants who do not receive an INFRA award and authorize them to seek a Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan up to 49 percent of their project cost.

The NOFO will remain open through Friday, March 19, 2021.

#### **Low-No Program FY 21 Notice of Funding Opportunity Published**

On February 11, 2021, the Federal Transit Administration posted a Notice of Funding for the FY 2021 Low or No Emission (Low-No) Program. The Notice announced a total of \$180 million available in grants for state and local transit providers to transition their transit fleets to low- or zero-emission vehicles. Grant funding may be used to purchase low- or zero-emission transit buses, as well as infrastructure needed to maintain low- or zero-emission transit fleets.

The Notice of Funding will remain open through Monday, April 12, 2021.



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**FISCAL IMPACT:**

Work associated with the March 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
March 4, 2021

**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.

**CFO REPORT UPDATES:**

To ensure that we are providing the Executive Administration Committee and the Regional Council with meaningful financial updates, changes have been incorporated into the CFO Charts routinely provided as part of this monthly report.

Changes to the CFO Charts include the elimination of the Interest Earnings Chart and Invoice Aging Chart. The Interest Earnings Chart tracks interest earned by SCAG from funds invested in the Los Angeles County Pool. These funds are invested in low risk instruments as directed by the Los Angeles County investment policy. Annual interest earnings, which have historically ranged from \$20,000 to \$60,000, represents less than 1% of SCAG revenues. The Invoice Aging Chart tracks the administrative time needed to pay vendor and consultant invoices. Due to the complexity of review required to approve consultant/contractor invoices against contractual terms, processing time can vary considerably. SCAG prioritizes the accuracy of invoices and completeness of supporting documentation over payment processing speed. Staff will continue to track this information internally and will provide updates to the Regional Council upon request. New information has been added to the Staffing Report. The Staffing Report now includes tracking of employee headcount based on participation in the CalPERS Classic or PEPRA pension plan. The implementation of the PEPRA defined benefit plan in 2013 and the transition, over the long-term, of employees from Classic to PEPRA will generate operational costs savings and reduce the impact of short-term economic volatility and changes in actuarial assumptions.

Further, on the revised Staffing Report, you will also find information on the utilization of the Regional Council approved Vacation Cash-out Pilot Program initiated in July of 2020. It is important

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to note that vacation cash-out earnings are not included in CalPERS compensation for purposes of calculating member retirement benefits. Consistent with Regional Council's direction, several conditions apply before an employee is eligible for the Vacation Cash-out Pilot Program. Employees may only participate in the program once a fiscal year, must maintain a minimum of 80 hours of vacation leave after the request is processed, and must have used 40 hours of vacation during the calendar year prior to the request being approved. The pandemic has brought many hardships including economic impacts to businesses and individuals. This program is a valuable resource to SCAG employees who may be experiencing pandemic related economic consequences. That said, results on the utilization of this pilot program throughout this pandemic year are not likely indicative of normal usage. As such, as part of the proposed FY 2021-22 Comprehensive Budget, staff will be recommending an extension of the pilot program until such time as a full year of normal operation usage is obtained for final evaluation by the Regional Council.

**OTHER POST EMPLOYMENT BENEFITS (OPEB) & PENSION UPDATE:**

On January 19, 2021, staff met with members of CalPERS to review the funding of progress of SCAG's OPEB retiree healthcare benefit liability. SCAG retirees, that have met eligibility requirements, may receive up to a maximum of \$550 per month toward the cost of a healthcare plan available through CalPERS. As it stands, the total gross OPEB liability is \$9.6 million. SCAG has responsibly funded this liability through a 115 CERBT trust account at CalPERS. Trust assets total \$6.3 million, of which \$2.2 million has been funded by CalPERS investment earnings. The resulting net unfunded OPEB liability as of June 30, 2020 is \$3.3 million, or 66% funded. SCAG, through responsible annual funding, has closed the funding gap by 10% to 15% annually. Should market conditions remain stable, SCAG may achieve 100% funded status of the OPEB liability by FY 2025-26, or sooner.

**MEMBERSHIP DUES:**

As of February 16, 2021, 161 cities and 4 counties had paid their FY21 dues. This represents 78.12% of the dues assessment. This leaves 27 cities and 2 counties yet to renew. SCAG is in the process of reaching out to all members with outstanding dues, the goal being to complete collection by the end of February.

**BUDGET & GRANTS (B&G):**

On January 29, 2021, staff submitted the FY 2020-21 2<sup>nd</sup> Quarter Overall Work Program (OWP) Progress Report to Caltrans. The expenditures reported for the period of July to December 2020 are approximately \$23.6 million or 26% of the OWP budget.

On January 29, 2021, staff submitted its sixth application for funding in the amount of \$1.6 million to the California Office of Traffic Safety (OTS) for the Pedestrian and Bicycle Safety Program. The funding will expand the Go Human program in the region. The components of the grant application include:

1. Safety and Resiliency Mini-Grants Program

2. Kit of Parts: Community Management, Engagement Plans & Deployment
3. Amplifying Community Strategies: Safety Convenings & Storytelling
4. Continuum of Care: Communications & Co-Branding

On February 12, 2021, staff submitted four grant applications for the FY 2021-22 Caltrans Sustainable Transportation Planning Grant Program for a total request of \$1.5 million. The four grant proposals are:

1. Implementation Planning for Neighborhood Mobility-Access Hubs in South Bay Disadvantaged Communities (\$517,233)
2. Metrolink Network TOD and Economic Development (\$500,000)
3. SCAG Regional SB 743 VMT Reduction Analysis Study (340,902)
4. South Los Angeles Community Mobility Needs Study for Better Public Health (\$144,906)

**CONTRACTS:**

In January 2021, the Contracts Department issued four (4) Request for Proposal; awarded five (5) contracts; issued five (5) contract amendments; and processed 29 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 150 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contract staff negotiated \$1,885. in budget savings bringing the fiscal year total to \$815,566.

**ATTACHMENT(S):**

1. CFO Charts March 2021



# Office of the Chief Financial Officer

## Monthly Status Report

**JANUARY 2021**

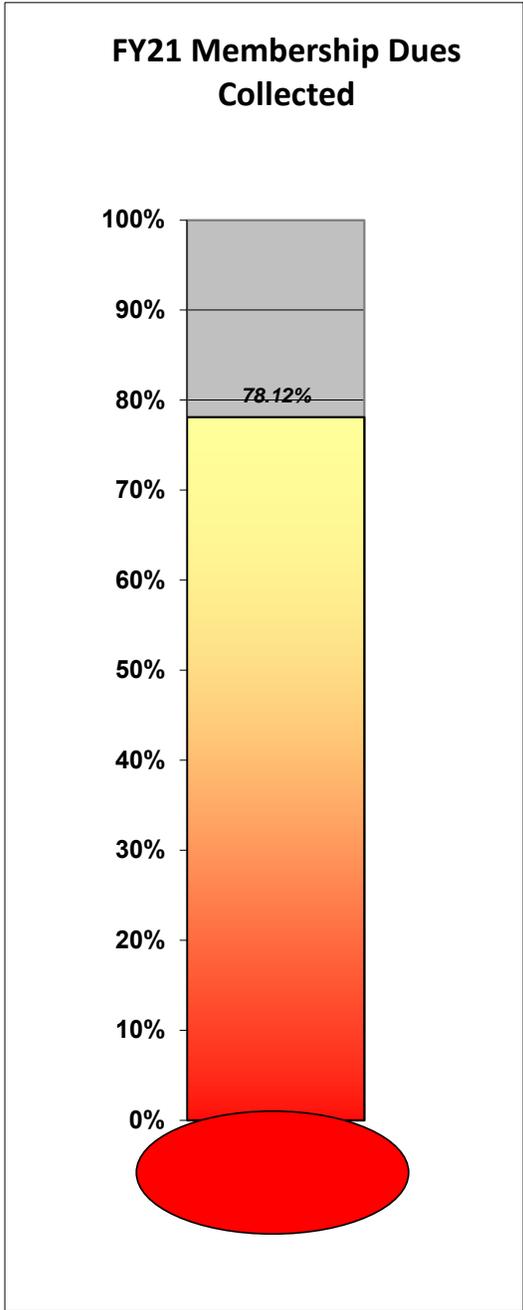


**OVERVIEW**

As of February 16, 2021, 161 cities and 4 counties had paid their FY21 dues. This represents 78.12% of the dues assessment. This leaves 27 cities and 2 counties yet to renew. Three cities are being recruited for membership.

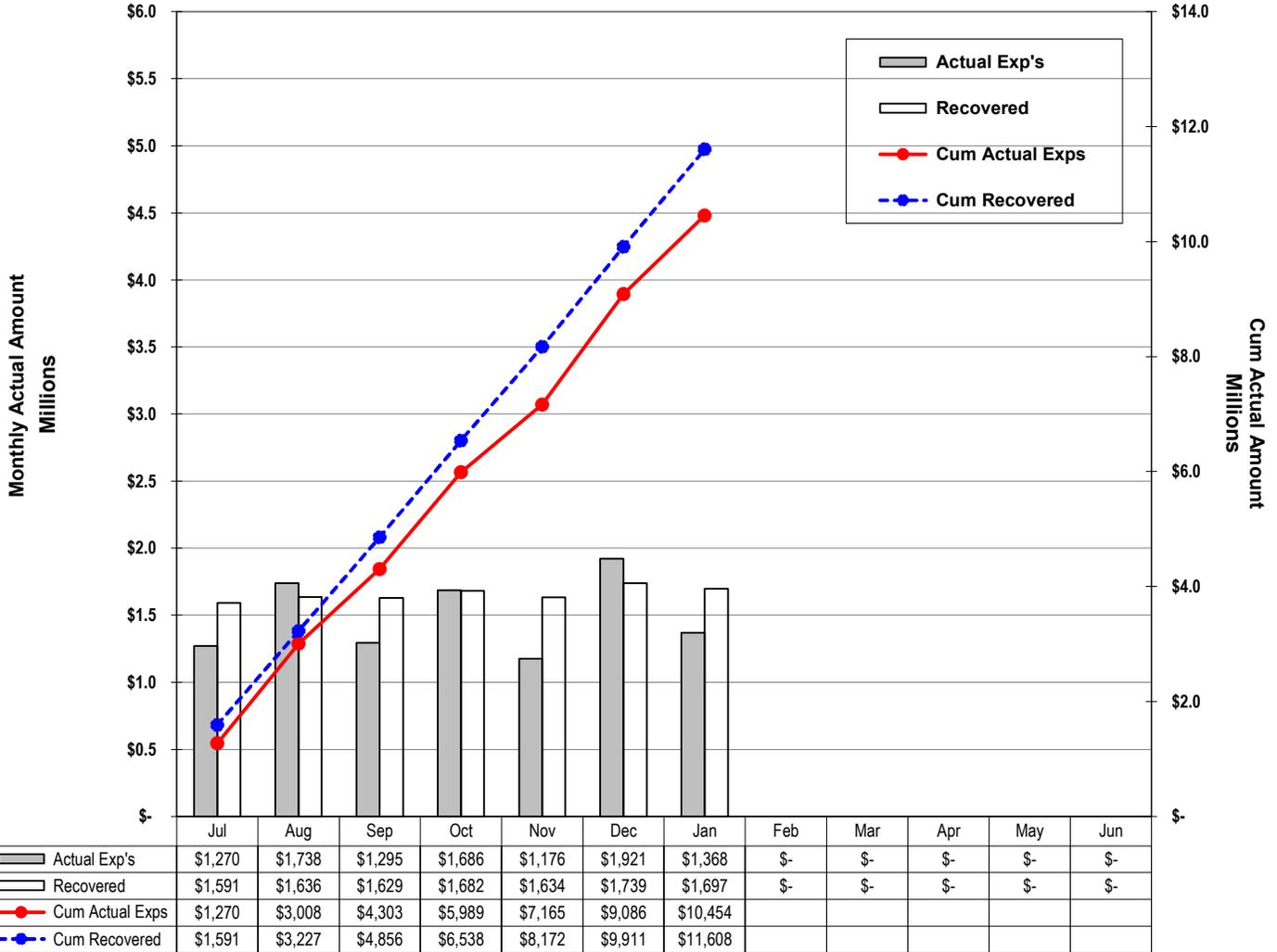
**SUMMARY**

FY21 Membership Dues	<u>\$ 2,172,297</u>
Total Collected	<u>\$ 1,697,088</u>
Percentage Collected	<u>78.12%</u>





### FY21 INDIRECT COST & RECOVERY



Attachment: CFO Charts March 2021 [Revision 2] (CFO Monthly Report)

### OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

### SUMMARY

Through January 2021, SCAG was over-recovered by \$1,154,088.21 due to unspent Indirect Cost budget. This is in line with the over-recovery built in to the FY21 IC rate.



**Office of the CFO**  
*Consolidated Balance Sheet*

	12/31/2020	1/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 7,277,786	\$ 7,443,748		
LA County Investment Pool	\$ 13,112,876	\$ 11,724,409		
Cash & Investments	\$ 20,390,662	\$ 19,168,157	\$ (1,222,505)	Revenues of \$6.48M and Expenses of \$7.7M both on cash basis.
Accounts Receivable	\$ 11,743,614	\$ 12,202,718	\$ 459,104	Billings of \$830K to FTA 5303, \$473K to SB1, \$346K to REAP, and \$121K to FHWA offset by payments of \$948K from OTS, \$391K from FHWA PL.
Other Current Assets	\$ 2,741,609	\$ 3,098,689	\$ 357,080	Net amortization of \$685K in prepaid expenses less IC fund over-recovery of \$329K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	No change.
<b>Total Assets</b>	<b>\$ 40,309,829</b>	<b>\$ 39,903,509</b>	<b>\$ (406,320)</b>	
Accounts Payable	\$ (782,282)	\$ (856,102)	\$ (73,820)	Receipt of quarterly invoices.
Employee-related Liabilities	\$ (669,112)	\$ (751,365)	\$ (82,253)	December had 9 unpaid working days while January had 10.
Deferred Revenue	\$ (12,740,169)	\$ (12,739,837)	\$ 332	Reclass of Cobra revenues.
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (14,191,563)</b>	<b>\$ (14,347,304)</b>	<b>\$ (155,741)</b>	
<b>Fund Balance</b>	<b>\$ 26,118,266</b>	<b>\$ 25,556,205</b>	<b>\$ (562,062)</b>	
<b>WORKING CAPITAL</b>				
	12/31/2020	1/31/2021	Incr (decr) to working capital	
Cash	\$ 20,390,662	\$ 19,168,157	\$ (1,222,505)	
Accounts Receivable	\$ 11,743,614	\$ 12,202,718	\$ 459,104	
Accounts Payable	\$ (782,282)	\$ (856,102)	\$ (73,820)	
Employee-related Liabilities	\$ (669,112)	\$ (751,365)	\$ (82,253)	
<b>Working Capital</b>	<b>\$ 30,682,882</b>	<b>\$ 29,763,408</b>	<b>\$ (919,474)</b>	

Attachment: CFO Charts March 2021 [Revision 2] (CFO Monthly Report)



**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through January 31, 2021

**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	237,765	237,765	28,195	-	209,570	11.9%
2	51001 Allocated Indirect Costs	311,548	311,548	36,930	-	274,618	11.9%
3	54300 SCAG Consultants	327,000	302,294	120,602	181,693	(0)	39.9%
4	54340 Legal costs	100,000	100,000	60,168	39,832	0	60.2%
5	55210 Software	76,400	76,400	12,502	-	63,898	16.4%
6	55441 Payroll, bank fees	15,000	15,000	5,188	9,812	(0)	34.6%
7	55600 SCAG Memberships	116,000	132,706	132,706	0	0	100.0%
8	55610 Professional Membership	11,500	11,500	3,742	957	6,801	32.5%
9	55620 Res mat/sub	2,000	2,000	1,005	-	995	50.3%
10	55860 Scholarships	36,000	44,000	44,000	-	0	100.0%
11	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
12	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
13	55914 RC General Assembly	611,500	611,500	-	28,281	583,219	0.0%
14	55915 Demographic Workshop	28,000	28,000	-	-	28,000	0.0%
15	55916 Economic Summit	85,000	85,000	46,740	-	38,260	55.0%
16	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
17	55920 Other Meeting Expense	86,500	86,500	237	19,763	66,500	0.3%
18	55xxx Miscellaneous other	67,260	67,260	8,883	772	57,605	13.2%
19	55940 Stipend - RC Meetings	195,000	195,000	113,810	-	81,190	58.4%
20	56100 Printing	10,000	10,000	-	-	10,000	0.0%
21	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
22	58101 Travel - local	47,500	47,500	-	-	47,500	0.0%
23	58110 Mileage - local	31,500	31,500	-	-	31,500	0.0%
24	58150 Travel Lodging	13,000	13,000	-	-	13,000	0.0%
25	58800 RC Sponsorships	150,000	150,000	48,713	-	101,287	32.5%
26	<b>Total General Fund</b>	<b>2,683,973</b>	<b>2,683,973</b>	<b>663,419</b>	<b>281,110</b>	<b>1,739,444</b>	<b>24.7%</b>
27				-			
28	Staff & Allocated Fringe Benefits	16,803,872	16,803,872	8,834,349	-	7,969,523	52.6%
29	51001 Allocated Indirect Costs	22,010,306	22,010,306	11,571,231	-	10,439,075	52.6%
30	54300 SCAG Consultants	30,910,906	32,738,061	4,227,386	15,049,656	13,461,019	12.9%
31	54302 Non-Profits/IHL	705,601	705,601	68,718	294,572	342,311	9.7%
32	54303 Consultants TC - FTA 5303	6,919,788	6,919,788	536,787	1,449,968	4,933,033	7.8%
33	54340 Legal Services - FTA 5303	50,000	121,349	121,349	(0)	0	100.0%
34	54360 Pass-through Payments	3,031,153	9,191,406	-	7,191,406	2,000,000	0.0%
35	55210 Software Support	250,000	250,000	152,564	-	97,436	61.0%
36	55250 Cloud Services	2,122,030	2,122,030	165,691	179,101	1,777,238	7.8%
37	5528x Third Party Contributions	5,569,260	5,539,601	2,425,669	-	3,113,932	43.8%
38	55310 F&F Principal	251,852	251,852	145,427	105,755	670	57.7%
39	55315 F&F Interest	19,237	19,237	12,268	6,969	0	63.8%
40	55320 AV Principal	141,160	141,160	81,411	59,749	0	57.7%
41	55325 AV Interest	4,567	4,567	2,892	1,675	0	63.3%
42	55415 Off Site Storage	-	1,076	1,076	-	1	100.0%
43	55xxx Office Expenses	-	159	159	-	0	100.0%
44	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580 Outreach/Advertisement	50,000	50,000	7,406	21,018	21,576	14.8%
46	55620 Resource Materials - subscrib	610,000	610,000	115,575	5,441	488,985	18.9%
47	55730 Capital Outlay	100,000	100,000	33,282	20,697	46,022	33.3%
48	55810 Public Notices	95,000	95,000	21,685	4,087	69,229	22.8%
49	55830 Conf. Registration	4,000	4,000	135	2,742	1,123	3.4%
50	55920 Other Meeting Expense	23,250	22,000	-	-	22,000	0.0%
51	55930 Miscellaneous	1,925,394	221,256	50	19,354	201,852	0.0%
52	55931 Misc Labor - TDA	-	255,239	-	-	255,239	0.0%
53	55932 Misc Labor, Future - TDA	-	1,305,763	-	-	1,305,763	0.0%
54	55950 Temp Help	-	65,583	65,583	0	0	100.0%
55	56100 Printing	17,000	17,000	436	-	16,564	2.6%
56	58xxx Travel	245,466	243,516	-	-	243,516	0.0%
57	59090 Exp - Local Other	877,163	40,011,607	-	-	40,011,607	0.0%
58	<b>Total OWP &amp; TDA Capital</b>	<b>92,742,005</b>	<b>139,826,029</b>	<b>28,591,128</b>	<b>24,412,189</b>	<b>86,822,712</b>	<b>20.4%</b>
59				-			
60	<b>Comprehensive Budget</b>	<b>95,425,978</b>	<b>142,510,002</b>	<b>29,254,548</b>	<b>24,693,298</b>	<b>88,562,156</b>	<b>20.5%</b>

Attachment: CFO Charts March 2021 [Revision 2] (CFO Monthly Report)



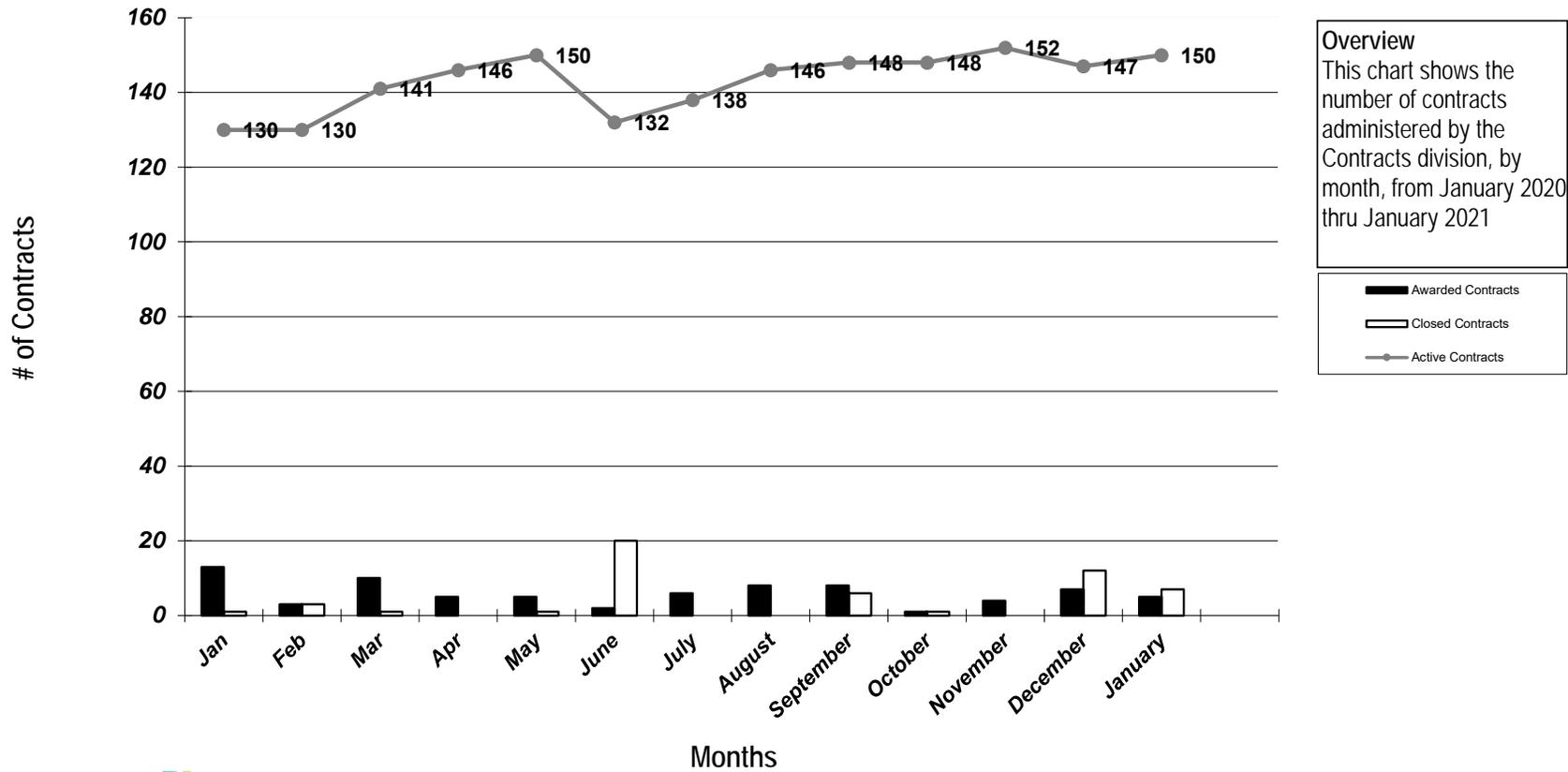
**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through January 31, 2021

**INDIRECT COST EXPENDITURES**

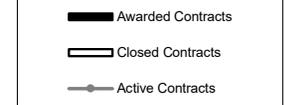
		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	6,854,986	6,854,986	3,885,617		2,969,369	56.7%
2	50013	1,000	1,000	376		624	37.6%
3	50014	78,000	78,000	65,033		12,967	83.4%
4	50030	80,000	80,000	-		80,000	0.0%
5	51xxx	5,486,258	5,486,258	2,908,001	-	2,578,257	53.0%
6	54300	768,300	768,300	116,638	231,753	419,910	15.2%
7	54301	1,318,000	1,213,240	452,848	760,392	0	37.3%
8	54340	40,000	138,412	138,411	0	0	100.0%
9	55210	1,279,900	1,279,900	405,752	448,202	425,946	31.7%
10	55220	2,715,000	2,715,000	241,241	1,743,587	730,172	8.9%
11	55240	26,500	26,500	6,449	20,051	0	24.3%
12	55270		1,243	1,243	-	0	100.0%
13	55315	8,078	8,078	5,153	-	2,925	63.8%
14	55325	14,111	14,111	8,936	-	5,175	63.3%
15	55400	2,192,805	2,192,805	1,528,181	664,624	(0)	69.7%
16	55410	260,000	260,000	76,083	94,117	89,800	29.3%
17	55415	5,000	5,000	2,253	2,747	(0)	45.1%
18	55420	100,000	100,000	29,933	41,575	28,492	29.9%
19	55430	1,000	1,690	1,690	-	1	100.0%
20	55435	100,000	100,000	-	100,000	0	0.0%
21	55440	285,931	285,931	219,275	-	66,656	76.7%
22	55441	15,000	15,000	6,519	8,481	(0)	43.5%
23	55445	5,000	5,000	591	2,900	1,509	11.8%
24	55460	64,000	64,000	3,535	-	60,465	5.5%
25	55510	73,800	73,800	10,980	62,820	(0)	14.9%
26	55520	4,000	4,000	-	-	4,000	0.0%
27	55530	195,000	195,000	85,365	83,880	25,755	43.8%
28	55540	10,000	10,000	90	9,910	0	0.9%
29	55550	5,000	5,000	4,959	41	0	99.2%
30	55600	92,200	92,200	29,155	25,000	38,045	31.6%
31	55610	1,500	1,500	-	-	1,500	0.0%
32	55611	1,350	1,350	-	-	1,350	0.0%
33	55620	60,300	60,300	30,799	7,888	21,613	51.1%
34	55630		4,415	4,415		0	100.0%
35	55700	185,000	185,000	-	-	185,000	0.0%
36	55720	75,000	75,000	-	-	75,000	0.0%
37	55800	25,000	25,000	13,019	11,981	(0)	52.1%
38	55801	45,000	45,000	26,183	3,317	15,500	58.2%
39	55810	2,500	2,500	-	-	2,500	0.0%
40	55820	30,000	30,000	12,750	-	17,250	42.5%
41	55830	20,000	20,000	327	-	19,673	1.6%
42	55840	65,000	65,000	37,247	-	27,753	57.3%
43	55920	2,500	2,500	1,000	-	1,500	40.0%
44	55950	106,000	106,000	85,019	20,981	0	80.2%
45	55xxx	26,500	26,500	-	-	26,500	0.0%
46	56100	23,000	23,000	8,384	2,000	12,616	36.5%
47	58100	83,300	83,300	-	-	83,300	0.0%
48	58101	20,000	20,000	625	-	19,375	3.1%
49	58110	23,500	23,500	-	-	23,500	0.0%
50	58120	3,000	3,000	-	-	3,000	0.0%
51	<b>Total Indirect Cost</b>	<b>22,877,319</b>	<b>22,877,319</b>	<b>10,454,073</b>	<b>4,346,248</b>	<b>8,076,998</b>	<b>45.7%</b>

Attachment: CFO Charts March 2021 [Revision 2] (CFO Monthly Report)

## SCAG Contracts (Year to Date)



**Overview**  
This chart shows the number of contracts administered by the Contracts division, by month, from January 2020 thru January 2021



**Summary**

As illustrated on the chart, the Contracts Department is currently managing a total of 150 contracts. Fifty-one (51) are Cost Plus Fee contracts; Sixty-four (64) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-five (35) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately thirty (30) contracts for FY 2020-21. 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.

**Staffing Report As Of January 31, 2021**

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Volunteers	Temp Positions	Agency Temps	Total
Executive Office	9	9	0	0	0	0	9
Human Resources	7	5	2	0	0	0	5
Legal Services	3	2	1	0	0	0	2
Finance	25	23	2	0	1	1	25
Information Technology	26	22	4	0	0	0	22
Policy & Public Affairs	21	20	1	0	0	0	20
Planning & Programs	89	85	4	11	1	1	98
<b>Total</b>	<b>180</b>	<b>166</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>181</b>

Classic Employees	48%	80
PEPRA Employees*	<u>52%</u>	<u>86</u>
	100%	166

\*hired into CalPERS after 01/01/2013

**Vacation Cash Out Pilot Progress Report**

Measurement	Hours Used	Cost
Total	1020	\$ 70,703.20
Lowest	20	\$ 1,352.40
Highest	40 (maximum)	\$ 5,568.40
Average	39.23	\$ 2,719.35
Employee Utilization	<u>Count</u>	<u>Percentage</u>
Total	26	15.66%

Employee Vacation Utilization	FY21	FY20
Total Vacation Hours Used	6775.95	10,515.85
Number of Employees Used	108	129
Average Vacation Hours per Employee	62.74	81.52