



SOUTHERN CALIFORNIA
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www.scag.ca.gov

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MEETING OF THE

**EXECUTIVE/
ADMINISTRATION
COMMITTEE**

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

Wednesday, September 6, 2023

3:00 p.m. – 4:00 p.m.

To Attend In-Person:

**SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/889726747>

To Attend and Participate by Phone:

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

Meeting ID: 889 726 747

PUBLIC ADVISORY

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

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To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy A Meeting Room on the 17th floor starting at 3:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/889726747>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 889 726 747**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Tuesday, September 5, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Tuesday, September 5, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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



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

General Information for Public Comments

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

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

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

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

| | |
|---|--|
| Cindy Allen City of Long Beach - City Hall 411 W Ocean Boulevard, 11th Floor Long Beach, CA 90802 | Marshall Goodman Orange County Sanitation District 10844 Ellis Avenue Fountain Valley, CA 92708 |
| Curt Hagman Chino Hills District Office 14010 City Center Drive Chino Hills, CA 91709 | Patricia Lock Dawson City of Riverside - City Hall 3900 Main Street, 7th Floor Conference Room Riverside, CA 92522 |
| Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752 | Larry McCallon City of Highland – City Hall 27215 Base Line Street Highland, CA 92346 |
| Deborah Robertson City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376 | Tim Sandoval City of Pomona - City Hall 505 S. Garey Avenue Chuck Bader Conference Room Pomona, CA 91767 |

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



EAC - Executive/Administration Committee
Members – September 2023

- 1. Hon. Art Brown**
Chair, Buena Park, RC District 21
- 2. Sup. Curt Hagman**
1st Vice President, San Bernardino County
- 3. Hon. Cindy Allen**
2nd Vice President, Long Beach, RC District 30
- 4. Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 5. Hon. Frank A. Yokoyama**
CEHD Chair, Cerritos, RC District 23
- 6. Hon. David J. Shapiro**
CEHD Vice Chair, Calabasas, RC District 44
- 7. Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
- 8. Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
- 9. Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
- 10. Hon. Mike Judge**
TC Vice Chair, VCTC
- 11. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 12. Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
- 13. Hon. Marshall Goodman**
La Palma, RC District 18, Pres. Appt.
- 14. Hon. Clint Lorimore**
Eastvale, RC District 4, Pres. Appt.
- 15. Hon. Larry McCallon**
Highland, RC District 7 Pres. Appt./Air Dist. Rep.

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- 16. Hon. Tim McOsker**
Los Angeles, RC District 62

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

- 18. Ms. Lucy Dunn**
Business Representative - Non-Voting Member

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017

Wednesday, September 6, 2023
3:00 PM

The Executive/Administration Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Art Brown, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. 2023-2024 Executive/Administration Committee Strategic Work Plan
(Sarah Jepson, Chief Planning Officer)

PPG. 8

RECOMMENDED ACTION:

That the Executive/Administration Committee review and finalize the 2023-2024 EAC Strategic Work Plan and recommend approval by the Regional Council at the October 5, 2023 meeting.

2. REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update
(Ma'Ayn Johnson, Department Manager, SCAG; Jessica Reyes Juarez, Associate Regional Planner, SCAG)

PPG. 24

RECOMMENDED ACTION:

Recommend that the Executive/Administration Committee (EAC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

3. Resolution No. 23-658-1 Regarding the SCAG 2023 Title VI Program
(Richard Lam, Deputy Legal Counsel)

PPG. 59

RECOMMENDED ACTION:

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



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

CONSENT ITEMS

Approval Items

4. Minutes of the Meeting - June 29, 2023 through June 30, 2023 PPG. 186
5. Minutes of the Meeting – July 5, 2023 PPG. 200
6. Contract Amendment Exceeding \$150,000: Contract No. 18-011A-C01, Federal Transportation Improvement Program (FTIP) Online PPG. 208
7. Contracts \$500,000 or Greater: Contract No. 24-018-C01, Microsoft Enterprise License Agreement (ELA) PPG. 216
8. Sustainable Agricultural Lands Conservation (SALC) Program Application PPG. 224
9. AB 833 (Rendon): Freeway Caps PPG. 230
10. AB 1637 (Irwin): Local Government: Internet Websites and Email Addresses PPG. 234
11. SCAG Memberships and Sponsorships PPG. 243

Receive and File

12. CFO Monthly Report PPG. 247

CFO REPORT

(Cindy Giraldo, Chief Financial Officer)

PRESIDENT'S REPORT

(The Honorable Art Brown, Chair)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
September 6, 2023

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: 2023-2024 Executive/Administration Committee Strategic Work Plan

RECOMMENDED ACTION:

That the Executive/Administration Committee review and finalize the 2023-2024 EAC Strategic Work Plan and recommend approval by the Regional Council at the October 5, 2023 meeting.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

From June 29-30, 2023, President Art Brown convened a retreat for the Executive/Administrative Committee (EAC) to discuss strategic priorities for the upcoming year. The agenda included a review of draft 2023-2024 EAC Strategic Priorities carried forward from the last two years and discussion of accomplishments, new opportunities for policy leadership, and objectives for the upcoming year. Based on the discussion, staff has developed a revised 2023-2024 EAC Strategic Work Plan, prepared fact sheets related to President Brown’s policy priorities, and initiated meetings with the Chairs and Vice Chairs of the Policy Committees to reflect priorities in the Agenda Outlook for each Committee.

Once finalized by the EAC, the 2022-2023 EAC Strategic Work Plan will be brought forward to the Regional Council (RC) for endorsement of the plan and be used to guide policy discussions and engagement activities including a series of Mobile Workshops scheduled to begin this fall.

BACKGROUND:

The 2023-2024 EAC Strategic Work Plan is developed around four Priority Areas initially identified by the EAC in 2021-2022 to focus the work of the Regional Council and its Policy Committees. The Priority Areas include: 1. Regional Policy Development— Regional Plan Update, 2. Leadership in Resource Deployment, 3. Legislative Action, and 4. Technology/Innovation Leadership. During the annual EAC Retreat convened by President Brown from June 29 to 30, the EAC discussed and

confirmed these strategic priorities and updated the related objectives for the upcoming year. Input from this discussion is reflected in the 2023-2024 EAC Strategic Work Plan (Attachment 1).

Among the objectives for the year, President Brown has identified uniting and elevating the region's voice on transit recovery, goods movement and clean transportation technologies as key policy priorities for his term. Fact sheets on each of these Presidential Priorities, Attachment 2, were subsequently developed by staff for background and context for future discussions that staff will bring forward throughout the year. During the EAC Retreat, the committee members expressed support for these, and other priorities reflected in the Work Plan and also requested an objective be added related to Artificial Intelligence and opportunities to leverage its benefits in support of SCAG's operations and planning work. Other revisions made to the EAC Strategic Work Plan following the retreat include updates on Legislative activities that occurred over the summer.

The 2023-2024 Strategic Work Plan also includes Agenda Outlooks for each of the Policy Committees (Attachment 3) to align policy priorities with the agenda development process. In August, staff initiated meetings with the Chairs and Vice Chairs of each of the Policy Committees to review the Committee Outlooks, which will be brought forward for further discussion with committee members in October. Each month thereafter, staff will use the Outlook to develop the monthly agenda and work with the Chair/Vice Chair to prepare a revised Outlook to be included as a standing item on Committee agendas to reflect new requests and any changes prioritized by the Chair and Vice Chair.

Once finalized by the EAC, the 2023-2024 EAC Strategic Work Plan will be brought forward to the Regional Council (RC) for endorsement of the plan and be used to guide policy discussions and engagement activities over the course of the year. These priorities will also be reflected in a series of Mobile Workshops organized for members starting in the fall to bring elected leaders and community partners together to develop a shared understanding of challenges and solutions. As highlighted in the Work Plan, this year's Mobile Workshops will focus on elevating the region's voice on transit recovery, goods movement, and a smooth transition to clean transportation technologies which align with President Brown's priorities.

FISCAL IMPACT:

None identified at this time. The work included in the 2023-2024 work plan is budgeted, however, during the year staff may bring back necessary amendments to the budget to address the needs related to the Priority Areas.

ATTACHMENT(S):

1. Draft EAC Strategic Work Plan 2023-24
2. Presidential Priorities for EAC Work Plan - Transit Rail Recovery, Goods Movement, Clean Technology
3. Policy Committee Outlooks

2023-2024 EAC Work Plan

Priority Area 1: Regional Policy Development—Regional Plan Update

2022-2023 Accomplishments:

1. Provided oversight for development of Strategic Priorities for Agency-wide Strategic Plan aligned with vision and mission to drive coordinated action based on agency-wide objectives and key performance indicators.
2. Established “Return to Office” policy to ensure committee meeting format supports rich engagement and dialogue among the Regional Council.
3. Continued to develop the leadership role of Policy Committee Chairs and Vice Chairs in prioritization of policy issues addressed by the committee through guiding preparation of an annual outlook and regular briefings with SCAG Executive staff to align agendas with priorities;
4. Expanded conversations on intersectional issues at the Regional Council to bridge Policy Committee conversations resulting in unified policy direction on water resilience, digital equity, clean transportation technology, and a regional call to action on supply chain issues.
5. Provided policy direction on emerging issues by establishing Special Committees for Connect SoCal 2024 that brought forward recommendations to advance equity, resilience and economic goals.
6. Continued SCAG’s leadership and advancement of an Inclusive Economic Growth Strategy working in partnership with Economic Development Corporations and High Road Transition Collaboratives formed by the State’s Community Economic Resilience Fund program to build more inclusive and resilient economies.
7. Brought elected leaders and community partners together to develop a shared understanding and explore solutions to regional challenges through site visits, mobile workshops and trainings, including a tour of LAX, California Air Resources, and Impact Housing, as well as Imperial County and Coachella Valley.

2023-2024 Objectives:

1. Provide oversight for completion of the Agencywide Strategic Plan Update.
2. Build on policy direction set by 2022-2023 policy resolutions and special committee recommendations to establish an integrated set of Regional Planning Policies and Implementation Strategies in Connect SoCal 2024.
3. Continue to bring elected leaders and community partners together to advance Regional Planning Policies and develop a shared understanding of challenges and solutions through site visits, mobile workshops and trainings.
4. Unite and elevate the region’s voice on transit recovery, goods movement, and a smooth transition to clean transportation technologies as key Presidential Priorities.

Priority Area #2: Leadership in Resource Deployment—Connect SoCal Implementation

2022-2023 Accomplishments:

1. Reviewed and approved guidelines for formula-based and competitive programs and projects to be included in SCAG’s application for REAP 2021 resources.

2023-2024 EAC Work Plan

2. Provided direction to staff on continued refinement and enhancement of Regional Data Platform (RDP) to serve local and regional planning needs including by prioritizing REAP 2 funding for additional outreach and expansion of performance-based planning and program evaluation tools.
3. Championed SCAG's local planning programs to increase awareness, reach and impact of SCAG services to advance regional plans and policies including through participation in Mobile Workshops and briefings of state legislators.
4. Adopted Regional Advanced Mitigation Program Policy Framework to establish a regional policy baseline to ensure the Greenprint Tool is aligned with policy objectives.

2023-2024 Objectives:

1. Review and approve REAP 2021 funding programs and project lists ensuring consistency with the strategic priorities approved in the REAP 2021 framework and resulting program-specific guidelines.
2. Approve guidelines and oversee project selection process for Federal and State funding programs administered by SCAG including the 2025 Federal Transportation Improvement Program and the Carbon Reduction Program.
3. Approve program guidelines for the 2024 Sustainable Communities Program, including identifying categories and funding sources to support a series of Calls for Projects to provide resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies.
4. Pursue Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) resources for SCAG and partner led efforts to implement Connect SoCal and support regional capacity building to increase local competitiveness for federal and state grants.
5. Serve as ambassadors and champions of SCAG's local planning programs and information services to increase awareness, reach and impact of SCAG services to advance regional plans and policies.

Priority #3: Legislative Action

2022-2023 Accomplishments

1. Identified, developed, and executed advocacy opportunities to advance the Regional Council's legislative and budgetary priorities, including taking positions on dozens of legislative bills, conducting numerous in-person and virtual meetings to convey those legislative positions, working with coalitions to stop problematic legislation, securing flexibility for Housing Element updates, and securing surplus state tax revenue for priority transportation programs.
2. Continued to support SCAG region members and partners in funding opportunities that support the implementation of the Connect SoCal by providing nearly 200 support letters for state and federal competitive grant opportunity and member designated projects and expanding outreach efforts to increase awareness of funding opportunities through the new Money Mondays newsletter and a funding focused Toolbox Tuesday.

2023-2024 EAC Work Plan

3. Provided regional leadership on protecting investments made to the state's multimodal transportation network, including through joint advocacy letters involving SCAG partner transportation agencies and by elevating this issue at the 2023 Sacramento Summit.
4. Provided oversight for a regional stakeholder engagement process to gain feedback on meaningful RHNA reforms to set the stage for future advocacy.
5. In partnership with SCAG's GLUE Council, provided regional leadership and support for Governor Newsom's permit streamlining initiatives, consistent with the agency's legislative platform and priorities articulated at the 2023 Sacramento Summit.
6. In partnership with Southern California transportation stakeholders, worked in opposition to AB 6 (Friedman), and in partnership with CalCOG, led effective opposition to AB 1335 (Zbur), effectively making both bills two-year bills for the 2023 legislative year.
7. In partnership with the Calif. Transit Association and Southern California transportation stakeholders, successfully advocated for significant budgetary relief and funding flexibility for transit operators.

2023-2024 Objectives:

1. Continue to provide regional leadership on important transportation policy and budgetary issues to protect the SCAG region's ability to implement the RTP/SCS, such as supporting project streamlining legislation, advocating against problematic legislation and supporting robust funding the Active Transportation Program, Infill Infrastructure Grant Program, and Transit & Intercity Rail Capital Program.
2. Build effective and strong relationships with Assembly Speaker Robert Rivas and his appointees to Assembly policy committees most relevant to SCAG's planning work. Creating an effective outreach program to accomplish this goal.
3. Provide regional leadership on substantive RHNA reform, including establishing a process for the LCMC to identify specific principles from SCAG's RHNA reform outreach efforts that can be translated to legislative proposals for the 2024 legislative year. Creating an effective outreach program to communicate these ideas to targeted legislators with an interest in RHNA reform.

Priority #4: Technology/Innovation Leadership

2022-2023 Accomplishments

1. Advanced broadband planning, clean technology and smart cities work initiatives including through adopting a Digital Action Plan that provided the strategic direction for securing \$1.5 million to-date in federal and state grants to address the digital divide.
2. Continued to support and bolster SCAG's Regional Data Platform by prioritizing REAP 2 funding for additional outreach and expansion of performance-based planning and program evaluation tools.
3. Continued to promote innovation in regional planning and policy guided by the work of the Emerging Technologies Subcommittee and through technical assistance programs such as the Smart Cities & Mobility Innovations Call.
4. Launched study to develop a regional road map for medium and heavy-duty zero emission infrastructure planning.

2023-2024 EAC Work Plan

5. Adopted a set of Emerging Technology Principles to be included in Connect SoCal 2024 to provide a framework for assessing emerging technologies which may be beneficial to the SCAG region.
6. Continued evolution of SCAG's hybrid cloud strategy in support of regional data sharing, Connect SoCal modeling efforts, and enterprise business systems.

2023-2024 Objectives

1. Continue to promote innovation in regional planning and policy guided by the work of the Emerging Technology Committee and through technical assistance programs.
2. Provide oversight and help champion the use of data tools available through the RDP to enhance local planning capacity in support of regional goals.
3. Continue evolution of SCAG's hybrid cloud strategy in support of regional data sharing, Connect SoCal modeling efforts, and enterprise business systems.
4. Intentionally explore and actively follow innovations in artificial intelligence to identify opportunities for leveraging AI in SCAG's operations and planning work with a focus on automation, increased efficiency, and data analysis.

Presidential Priorities for EAC Work Plan

Transit/Rail Recovery



PROBLEM STATEMENT

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

SCAG'S EFFORTS

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

FURTHER AREAS TO EXPLORE

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

Presidential Priorities for EAC Work Plan

Goods Movement



PROBLEM STATEMENT

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

SCAG’S EFFORTS

- At the March 2, 2023, Regional Council meeting, the Goods Movement Supply Chain Resolution was adopted affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This resolution includes a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system.

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

FURTHER AREAS TO EXPLORE

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

Presidential Priorities for EAC Work Plan

Clean Transportation Technology



PROBLEM STATEMENT

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

SCAG'S EFFORTS

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

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

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

FURTHER AREAS TO EXPLORE

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

Transportation Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|---|---|---|
| July | <ul style="list-style-type: none"> Transit Target Setting (R&F) Connect SoCal 2024 Outreach Update | <ul style="list-style-type: none"> REAP 2.0 CTC Partnership Program Project Selection REAP 2.0 Regional Pilot Initiatives Program Framework GO Human Community Hubs: Project Award List Highlight | <ul style="list-style-type: none"> LOSSAN Rail Corridor Resiliency Subcommittee Update |
| Sept | Joint Policy Committee: Connect SoCal 2024 Draft Plan Review | | |
| Oct-Dec | <ul style="list-style-type: none"> Connect SoCal 2024: Release of Draft for Public Review and Comment 2025 FTIP Guidelines Comprehensive Goods Movement Plan Update SCAG Mobility Hub Strategy Advanced Air Mobility Clean Technology Compendium Findings Highways to Boulevards Regional Study Guest Speaker Series: Replacing the Gas Tax | <ul style="list-style-type: none"> Acceptance of CPUC Local Agency Technical Assistance (LATA) Funds LATA Call for Projects Future Communities Pilot Program Results Climate Pollution Reduction Grants Update Go Human Program Overview/Highlights/Success LATA Project Area Selection Carbon Reduction Program: CTC Program Guidelines & Call for Projects | <ul style="list-style-type: none"> TC 12-Month Lookahead Trade Corridor Enhancement Program (TCEP)/SB 671 Update (R&F) CMAQ/STBG/CRP MOU with County Transportation Commissions (R&F) Broadband Federal Funding Account (FFA) Grant CA High Speed Rail Authority Status Update on Los Angeles-Anaheim Corridor |

Transportation Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|---|--|--|
| Jan-Mar | <ul style="list-style-type: none"> Connect SoCal 2024: Summary of Comments and Revision Approach Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings Transportation Pricing & Incentives Joint MPO Research Update Guest Speaker Series: Congestion Pricing & Equity Guest Speaker Series: Universal Basic Mobility Guest Speaker Series: Mobility Hubs | <ul style="list-style-type: none"> Curb Space Management Update (R&F) Future Communities Pilot Program Results SCP Call 3 Smart Cities & Mobility Innovations Update Carbon Reduction Program: CTC Program Project Selection | <ul style="list-style-type: none"> Metrolink Transit Oriented Development (TOD) Study Broadband Permit Streamlining Report Findings EV Oasis Project Update REAP 2.0 Regional Pilot Initiatives Program Update |
| April | <ul style="list-style-type: none"> Connect SoCal 2024: Final Adoption Proposed Final Transportation Conformity Analysis for Connect SoCal 2024 Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR (R&F) | <ul style="list-style-type: none"> Last Mile Freight Program Update (R&F) SCAG ATP Cycle 7 Regional Program & AT&S Sustainable Communities Programs Guidelines | |
| May | General Assembly | | |
| June | <ul style="list-style-type: none"> Connect SoCal 2024: Implementation Strategies | <ul style="list-style-type: none"> REAP 2.0 CTC Partnership Program Update REAP 2.0 Regional Pilot Initiatives Program Update | Smart Cities Vision Plan Update |

Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---|--|--|--|
| July | <ul style="list-style-type: none"> Connect SoCal 2024 Outreach Update Connect SoCal 2024: Performance Measures Update Connect SoCal 2024: Resilience Policies and Strategies | <ul style="list-style-type: none"> REAP 2.0 Update | <ul style="list-style-type: none"> Climate Resolution Bi-Annual Update |
| Joint Policy Committee: Connect SoCal 2024 Draft Plan Review | | | |
| Oct - Nov | <ul style="list-style-type: none"> Authorization to Release the Connect SoCal 2024 Draft PEIR Release of Draft Transportation Conformity Analysis for Public Review and Comment Transmittal to South Coast AQMD of Draft 2024 PM2.5 State Implementation Plan Appendix IV-C RTP/SCS and Transportation Control Measures Greenprint Tool Data Policies Connect SoCal 2024: Implementation Strategies | <ul style="list-style-type: none"> Water White Paper Update Climate Pollution Reduction Grants | <ul style="list-style-type: none"> EEC 12-Month Outlook |
| Jan to Mar | <ul style="list-style-type: none"> Regional Resilience Planning Connect SoCal 2024: Summary of Comments and Revision Approach Transmittal to South Coast AQMD of Final 2024 PM2.5 State Implementation Plan Appendix IV- RTP/SCS and Transportation Control Measures Clean Technology Compendium Findings | <ul style="list-style-type: none"> Grey Water: Local Policies & Best Practices Clean Cities Program Update | <ul style="list-style-type: none"> Clean Energy & Storage: Outside Presenter California Air Resources Board Advanced Clean Cars Program: Outside Presenter California's 30 x 30 conservation framework: Outside Presenter |

Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|------------|--|---|---|
| April | <ul style="list-style-type: none"> Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR Proposed Final Transportation Conformity Analysis for Connect SoCal 2024 | <ul style="list-style-type: none"> Water White Paper & Next Steps | |
| May | General Assembly | | |
| June- July | <ul style="list-style-type: none"> Connect SoCal Implementation Strategies | <ul style="list-style-type: none"> REAP 2.0 Update Climate Pollution Reduction Grants | <ul style="list-style-type: none"> Climate Resolution Bi-Annual Update |

Attachment: Policy Committee Outlooks 2spp (2023-2024 Executive/Administration Committee Strategic Work Plan)

CEHD Committee Agenda Outlook

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|-------------|--|---|--|
| July to Aug | <ul style="list-style-type: none"> Connect SoCal Performance Measures Connect SoCal Outreach update | <ul style="list-style-type: none"> REAP 1: Bi-Annual Report | <ul style="list-style-type: none"> RHNA Reform (Action) |
| Sep | Joint Policy Committee: Connect SoCal 2024 Draft Plan Review EAC: REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update (Action) | | |
| Oct - Nov | <ul style="list-style-type: none"> Connect SoCal Implementation Strategies Connect SoCal Work from Home Assumptions | <ul style="list-style-type: none"> REAP 1: Metrolink TOD Study Update REAP 1: Preservation Study REAP 2: NOFA and HIPP Funding Awards (Action) | <ul style="list-style-type: none"> CEHD 12-Month Outlook Inclusive Economic Contracting Toolkits IERS Grant: Job Quality Index Update |

CEHD Committee Agenda Outlook

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|--|--|--|
| Jan-Mar | <ul style="list-style-type: none"> Connect SoCal Summary of Comments and Revisions Approach | <ul style="list-style-type: none"> REAP 1: Bi-Annual Report REAP 1: Housing and Sustainable Development Update REAP 2: RUSH Funding Awards (Action) | <ul style="list-style-type: none"> IERS Grant: Tribal Data Needs Assessment SoCal Demographic Update |
| April | <ul style="list-style-type: none"> Connect SoCal Final Adoption | | <ul style="list-style-type: none"> IERS Grant Update: Economic Analyses |
| May | General Assembly | | |
| June | <ul style="list-style-type: none"> Homeownership Strategies (Speaker) | <ul style="list-style-type: none"> REAP2 – PATH & SRP2 Program Updates REAP 1 – SRP Project Panel | <ul style="list-style-type: none"> IERS Grant Update |

Regional Council Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|------|---|---|---|
| July | <ul style="list-style-type: none"> Policy Development Framework (Action) | <ul style="list-style-type: none"> REAP 2.0 CTC Partnership Program Project Selection (Action) REAP 2.0 Regional Partnership Initiative (Action) REAP 2.0 Update | |
| Sept | <ul style="list-style-type: none"> RHNA Reform Comments (Action) | <ul style="list-style-type: none"> REAP 2: RUSH Call Release (Action) | <ul style="list-style-type: none"> Presidential Priorities: Outside Speaker |
| Oct | <ul style="list-style-type: none"> Authorization to Release the Connect SoCal 2024 Draft PEIR (Action) Release of Draft Transportation Conformity Analysis for Public Review and Comment (Action) Connect SoCal 2024: Authorization to Release Draft Plan (Action) | <ul style="list-style-type: none"> REAP 2: NOFA and HIPP Funding Awards (Action) Sustainable Communities Program Call 4: Project Selection (Action) | |
| Nov | <ul style="list-style-type: none"> 2025 FTIP Guidelines (Action) | <ul style="list-style-type: none"> Carbon Reduction Program: Guidelines & Call for Projects (Action) | <ul style="list-style-type: none"> Presidential Priorities: Transit Recovery |

Regional Council Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|---|---|--|
| Jan-Mar | <ul style="list-style-type: none"> Greenprint Tool Data Policies (Action) Connect SoCal 2024: Summary of Comments and Revision Approach | <ul style="list-style-type: none"> REAP 2: RUSH Funding Awards (Action) REAP 1.0 Bi-Annual Report Racial Equity Early Action Plan Status Update REAP 2.0 Update | <ul style="list-style-type: none"> EAC Work Plan Progress Report Presidential Priorities: Clean Transportation Technologies Presidential Priorities: Goods Movement |
| Apr | <ul style="list-style-type: none"> Connect SoCal 2024: Final Adoption (Action) | | |
| May | General Assembly | | |
| June | | <ul style="list-style-type: none"> Inclusive Economic Recovery Strategy Grant Update & Final Report | |



AGENDA ITEM 2
REPORT

Southern California Association of Governments
September 6, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

RECOMMENDED ACTION FOR EAC:

Recommend that the Executive/Administration Committee (EAC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

RECOMMENDED ACTION FOR JPC:

Receive and File

RECOMMENDED ACTION FOR RC:

Recommend that the Regional Council (RC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report requests that the Executive/Administration Committee and Regional Council approve the updated guidelines for the Programs to Accelerate Transformative Housing (PATH) program. The Community, Economic and Human Development Committee (CEHD) and Regional Council approved the PATH Program Guidelines on November 3, 2022, and subsequently, on March 2, 2023, approved the PATH Program Application Template, along with the authorization to release the call for applications under the PATH program.

Within the PATH Guidelines the program "Regional Utilities Supporting Housing (RUSH)" was outlined with the intention of refining its specifics based on recommendations from the RUSH Industry Forum, held on April 28, 2023. The updated PATH Guidelines reflect insights gained from the RUSH Advisory Services Panel and Industry Forum. The RUSH Pilot Program is the final of the three program areas under the PATH program to be released. The \$35M competitive grant program is focused on utility infrastructure planning and capital improvements that will support jurisdictions meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Goals and Objective.

BACKGROUND:

The PATH program will help realize the Housing Supportive Infrastructure Key Connection in the adopted 2020 Connect SoCal Plan by creating the foundational conditions for housing to be realized at scale across the Southern California region. The PATH Program Guidelines include evaluation criteria that encourages the distribution of projects across the SCAG region, which ensures the REAP 2.0 funds lead to regionwide significant beneficial impacts. All projects must meet all REAP 2.0 funding requirements.

The PATH Guidelines will be used across the three funding areas which include the NOFA For Lasting Affordability (NOFA), Regional Utilities Supporting Housing (RUSH) Pilot Program, and Housing Infill on Public and Private lands (HIPP) Pilot Program. Full descriptions for each of the funding areas and the PATH program are included in the PATH Program guidelines. The Call for Applications closed this summer for the HIPP Pilot Program and NOFA for Lasting Affordability. Applications are currently being reviewed by the evaluation selection committee, with Regional Council approval of awards anticipated for HIPP in October and for NOFA in November.

To inform the development of the RUSH pilot program SCAG led the formation of an Advisory Panel to identify current challenges, best practices, innovative examples, and recommendations that could better align utility investments with planned housing production. The panel gathered for three days in SCAG's offices and as a part of the data-gathering process, interviewed a variety of stakeholders including various utility providers and municipal officials from across the SCAG region. These conversations helped the panel understand some of the broader infrastructure challenges in the region, as well as the regulatory environment in which utility districts operate. At the conclusion of the Advisory Panel discussion, SCAG hosted the RUSH Industry Forum on April 28, 2023, where officials from all jurisdictions and other stakeholders were invited to listen to the recommendations and then meet in groups for further discussion of the ideas.

SCAG staff incorporated some of these recommendations into the revised RUSH Pilot Program and the PATH Guidelines. The PATH Program Guidelines (Attachment 1) has been revised to reflect refined applicant eligibility requirements and proposed eligible uses, which is summarized in this report and in the attached presentation (Attachment 2).

SUMMARY OF ADVISORY PANEL AND INDUSTRY FORUM:

Challenges - The Advisory Panel identified several utility infrastructure challenges that impede the acceleration of housing production within the SCAG region. Among these challenges are the delays that arise during the coordination of utilities beginning from long-range planning, the entitlement process and missed opportunities to “dig-once” alongside other major infrastructure projects. Another concern identified is the need to prioritize utility investments in communities burdened by historical discrimination and underinvestment. This seems misaligned with housing development planning, which actively pursues fair housing, and other planning and funding frameworks that prioritize racial equity and the needs of disadvantaged populations.

Other challenges arise from the impacts of resource demand, including the capacity of wet infrastructure (main lines, stormwater trunk lines) and necessary improvement costs that can impact the feasibility of housing projects. The demand for electrification is also rapidly increasing, challenging the readiness and stability of electric infrastructure. Lastly there is a lack of sufficient utility workforce in keeping up with the demand, especially true for electricity providers, who not only face a significant increase in service demand but are competing with high-paying technology firms for workers.

Recommendations - The panel explored a variety of different approaches to these utility infrastructure challenges. The common theme stemming from these recommendations is how SCAG can take on a regional leadership role in advancing regional utility coordination, including integrating mapping within SCAG databases to identify opportunities and challenges, convening and supporting discussions between local jurisdictions and utility providers, and leading a multi-agency collaboration to “dig-once” to encourage strategic improvement utilities by taking advantage of construction being planned by other agencies. The recommendations also encompass suggestions for SCAG to consider while prioritizing the RUSH Pilot Program, including funding projects that address mapping utility infrastructure constraints and capacity, capital funding for capacity issues at priority housing sites, and pilot projects with technologically innovative infrastructure solutions. It was also recommended that equity be a central focus for distributing RUSH Program funds as well as prioritizing projects with a multi-beneficial approach. The recommendations were aligned to the evaluation criteria in the existing PATH Guidelines and will be captured in the RUSH funding application.

In addition, the Advisory Panel recommended funding three capital pilot projects in urban, suburban, and rural areas. Staff updated the Guidelines to note that up to \$30M will be allocated to capital projects, maximum award per application is up to \$10M, and the goal is to fund at least three projects in the SCAG region.

PATH GUIDELINES UPDATE:

- *RUSH Eligibility (Section 2.1/2.3):*

Eligible Applicants are now identified as Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region. Direct eligibility for funding no longer extends to developers and utility districts.

- *RUSH Project Types (Section 2.3):*

Eligible project types were further elaborated in both infrastructure planning and capital project categories. Additionally, the guidelines were updated to place an emphasis on green infrastructure, resilience, and adaptation. In the original guidelines, eligible uses were broadly covered.

- *Funding Award Amounts (Section 2.3):*

Originally, the guidelines did not specify sub-allocation targets between infrastructure planning projects and capital projects. The guidelines have been updated to note that up to \$30M will be allocated to capital projects, with a maximum award of up to \$10M per applicant, and the goal to fund at least three (3) projects in the region. In addition, the Guidelines were revised to allocate a maximum of \$5M to planning projects, with maximum awards between \$800K- \$1M, and the goal of funding at least six (6) projects in the region. The Guidelines emphasize SCAG's goal of funding projects that represent the geographic diversity across the region.

- *Section 4.2 Implementing Agency (Section 4.2):*

The guidelines were revised to clarify the role of the Implementing Agency during the procurement process for RUSH capital projects. For any capital project award, it was specified that the eligible applicant shall be responsible for the procurement process. Additionally, concerning planning projects or projects following a Technical Assistance (TA) model within any of the PATH programs, the procurement could be carried out by either SCAG or the eligible applicant. The original guidelines did not specify a procurement approach for capital projects and Technical Assistance procurement was more restrictive.

NEXT STEPS:

As previously noted, the CEHD and Regional Council previously approved the authorization to release the call for applications along with the PATH Program Application Template. However, it is now necessary to amend the previously approved PATH Program Guidelines to align with the refinement of the RUSH Pilot Program. The updated PATH Guidelines (Attachment 1) will enable SCAG staff to proceed with releasing the Call for Applications for RUSH in Fall of 2023.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program, project 305-4925.01 -- REAP 2.0 - Programs to Accelerate Transformative Housing (PATH).



ATTACHMENT(S):

1. PATH Program Guidelines 6 (23-0907)
2. PowerPoint Presentation - REAP 2 RUSH Industry Forum Summary and PATH Guidelines Update

REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Guidelines

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1.0 Introduction

SCAG is committed to a future where we all have the option to live closer to our jobs, services, and daily destinations with transportation options so we can walk our kids to school, ride our bikes to work, take transit and have access to shared mobility services that reduce the need to drive. Infill housing, combined with transportation network improvements and strategies, results in improved multimodal access to community amenities, lowers average trip length and reduces vehicle miles traveled.

The Regional Early Action Planning Grants of 2021 (REAP 2.0) is managed by The California Housing and Community Development Department (HCD) in collaboration with the Strategic Growth Council (SGC), Governor’s Office of Planning and Research (OPR), and State Air Resources Board (CARB) (“the State Partners”), and provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition, REAP 2.0 is specifically designed to provide MPOs and other Eligible Entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

1.1 Regional Early Action Planning (REAP) 2.0 Grant Program

REAP 2.0 (REAP 2021) was established through AB 140 (July 2021) as part of the mid-year budget revise for the State’s FY 21-22 budget, to fund transformative and innovative projects that implement a region’s Sustainable Communities Strategy (SCS) and help achieve the objectives of more housing and transportation options that reduce reliance on cars. REAP 2.0 builds on actions completed through the 2019 REAP grant program but expands the focus by integrating housing and climate goals, and by allowing for broader planning and implementation investments, including infrastructure investments supporting housing development.

1.1.1 REAP 2.0 State Program Goal

The goal of the State REAP 2.0 grant program is to invest in Housing planning and Infill Housing-supportive infrastructure across the entire state in a manner to reduce VMT, increase Housing affordability, and advance equity consistent with all the following:

- Advancing the State Planning Priorities, as described in Section 65041.1 of the Government Code;
- Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code;
- Facilitating Housing Element compliance and progress for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code; and
- Advancing and implementing the region’s SCS, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable to achieve climate goals.



1.1.2 REAP 2.0 State Program Objectives

The REAP 2.0 Program Objectives defined in the State’s Final REAP 2.0 Program Guidelines are:

1. Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Further Fair Housing; and
3. Reduce Vehicle Miles Traveled

More information on REAP 2.0 is available online: <https://scag.ca.gov/reap2021>.

1.2 REAP 2.0 SCAG Framework Core Objectives

On June 1, 2022, the SCAG Executive/Administration Committee recommended approval of SCAG’s REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. Within the Framework, the Programs to Accelerate Transformational Housing (PATH), originally called Housing Supportive Infrastructure (HSIP), provides funding for projects with an immediate and transformative impact on accelerating infill development that facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces vehicle miles traveled.

The PATH Program is designed to realize the Housing Supportive Infrastructure *Key Connection* in SCAG’s 2020 adopted Connect SoCal by creating the foundational conditions that allow Housing to be realized: such as financing, investments in infrastructure, and land use planning. The Framework identifies two other programmatic areas: the County Transportation Commission (CTC) Partnership Program and the Early Action Initiatives. As appropriate, each program will have its own guidelines. As envisioned all three programmatic funding areas work together to achieve the state REAP 2.0 program goals and SCAG’s REAP 2.0 core program objectives.

SCAG Program Framework Core Objectives

- Support transformative planning and implementation activities that realize the objectives of Connect SoCal, region’s adopted Regional Transportation Plan/Sustainable Communities Strategy.
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities¹
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals ²
- Represent best practices in vehicle miles traveled (VMT) reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas³

¹ The draft REAP 2.0 Program Guidelines included addressing the communities most impacted by the pandemic as a core objective and had required for programs to be developed to specifically address the communities most impacted by the pandemic, which prompted the inclusion of this language in SCAG’s adopted Framework. The final REAP 2.0 Program Guidelines however do not reference the pandemic as a core objective and requirement. SCAG’s programs will still ensure that the communities most impacted by the pandemic are a focus of and served by REAP 2.0 programs in the targeting of Disadvantaged Communities and Communities of Concern, which are further defined in this document and correlate with communities that have been most impacted by the pandemic.

² 6th cycle RHNA (Regional Housing Needs Assessment) means the existing and projected need for Housing for each region, as determined by the Department of Housing and Community Development pursuant to Section 65584.01 of the Government Code.”

³ This does not include Spheres Of Influence.



2.0 PATH Program

This document defines the overall program objectives, structure, funding, eligible uses, evaluation criteria, and general contracting requirements. The Programs to Accelerate Transformative Housing (“PATH”) Program is the new name for the Housing Supportive Infrastructure Program described in SCAG’s adopted Regional Early Action Planning (REAP) 2.0 grant Framework.

The state REAP 2.0 program funds investments for:

“**Transformative Planning and Implementation Activities**”, which are defined to mean Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in land use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of the state REAP 2.0 program goal.

The PATH program was developed based on the final REAP 2.0 Program Guidelines, dated July 26, 2022, and through broad and inclusive outreach across the Southern California region with the intention that insight, thoughts, needs and other feedback from stakeholders within the housing and affordable housing sectors and representing the diversity of voices in the region is incorporated.⁴

The program is consistent with, and defers to, the state REAP 2.0 Program Guidelines for establishing terms, conditions, forms, procedures, and other mechanisms necessary to effectuate the program. The REAP 2.0 [final program guidelines](#) were released by HCD on July 26, 2022.

The PATH program will be adjusted as necessary based on feedback from the SCAG Policy Committees and Regional Council and further stakeholder engagement. After submission of the final REAP 2.0 application to the State, the program may be adjusted to reflect feedback from the State Partners. In the REAP 2.0 Guidelines, the state reserves the right, at their sole discretion, to suspend, amend, or modify the provisions of the REAP 2.0 Guidelines at any time, including, without limitation, the amount of funds available hereunder. If such an action occurs, the Department will notify all interested parties. As such, SCAG reserves the right, at its sole discretion, to suspend or amend the provisions of this Program in collaboration with the State, including but not limited to grant award amounts. The final Program will be updated to reflect any feedback received once SCAG’s full REAP 2.0 funding application is approved by the State.

2.1 Program Structure

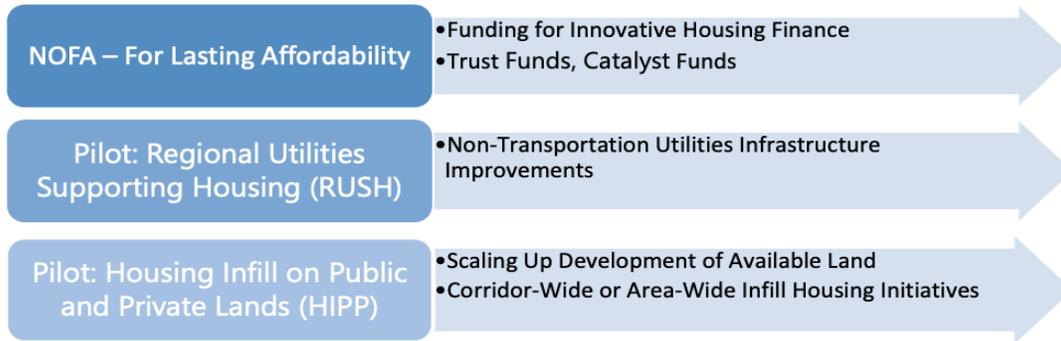
The REAP 2.0 program will fund proposals that provide a “*significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors*” in infill areas as defined by the state and presented on Page 16 of these guidelines and the funding applications⁵. All project activities including all subapplicant projects must meet the infill definition as defined on page 39 of the State REAP 2.0 program

⁴ A summary of outreach and how feedback was integrated will be available on the REAP 2.0 Program webpage.

⁵ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

guidelines. Significant beneficial impact is further defined in Section 3.2.1. of these guidelines. Please note that REAP 2.0 funding must go beyond basic efforts to complete updates or amendments identified in Housing Elements or required for compliance with State housing laws and other statutory obligations; it is not for small projects or programs.

PATH Program Structure



The PATH program includes a Notice Of Funding Available (NOFA) and two Pilot Programs. Each will use a competitive application process that will be further defined in future, more detailed funding applications that will draw on the evaluation criteria described in Section 3.0. A local match is required for all three, which can be in the form of local supporting policies, partnerships, or a funding match. The application for the NOFA and each pilot program will provide the application process and scoring rubric. All applications must consider and support disadvantaged and historically underserved communities. Depending on interest in the programs, funding requests could be awarded in full or in part.

Funding by Program Area, Uses, and Eligibility

Total Funding: \$88,835,000

| | NOFA For Lasting Affordability | RUSH Pilot Program⁶ | HIPP Pilot Program |
|--|---|--|---------------------------|
| Funding: | \$45,000,000 | \$35,000,000 | \$8,835,000 |
| Release Date: <i>(Targeted)</i> | Spring 2023 | Fall 2023 | Spring 2023 |
| Award Date: <i>(Anticipated)</i> | Summer 2023 | Winter 2024 | Summer 2023 |
| Focus: | Supports innovative ⁷ finance and strategies to increase supply, choice, and lasting | Focuses on investments in utility infrastructure planning and capital improvements | Focuses on: |

⁶ To initiate the RUSH pilot program, in early 2023 SCAG will host an industry forum to identify sustainable district level utility investments that align with implementing the 6th cycle housing elements and REAP 2 program objectives. The outcome of the event and final report will inform development of the pilot program.

⁷ Innovative is defined as featuring new methods or introducing new ideas.

| | NOFA For Lasting Affordability | RUSH Pilot Program⁶ | HIPP Pilot Program |
|--|---|--|---|
| | <p>affordability, and achieve a mix of housing types and price ranges including for households at or below area median income.</p> <p>Other uses include land banking, funding for predevelopment costs, bridge and gap financing, and funding to establish new permanent funding sources and loan products</p> | <p>supporting jurisdictions meet 6th cycle housing elements and REAP 2 program objectives.</p> <p>Utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if tied to one of the other utilities identified but cannot be the main factor.</p> <p>Eligible projects will include increasing capacity for a sizable number of housing units and affordable units</p> | <p>1) Scaling up development on publicly and privately owned lands with affordable or mixed income housing and ancillary neighborhood businesses and supporting infrastructure.</p> <p>2) Supporting entities with regulatory land use control implement corridor-wide and area-wide infill housing initiatives based in justice, equity, diversity, and inclusion.</p> |
| Eligibility: | Entities that manage an established or planned Housing trust ⁸ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability. | SCAG cities/counties, Tribal Governments, or Public Agencies with role in housing production. | Entities that are in control of underutilized, surplus, or excess land available for affordable housing, and entities with regulatory land use control. |
| Applicants: <i>(Includes but is not limited to)</i> | Includes a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability. | SCAG cities/counties, Tribal Governments, and Public Agencies with role in housing production in infill areas.. | Includes a public agency, a transit agency or district; a city; a county; tribal entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator. |

The NOFA and pilot programs are summarized in the following section, which includes lists of eligible uses. The eligible uses described are not exhaustive, however, any use proposed must have a significant geographic or region-wide benefit or scope, meet all the criteria in Section 3.0 below, and be centered in

⁸ The PATH program defines a trust as “a distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.”



supporting Transformative Policy and Implementation Actions that achieve the state’s REAP 2.0 Program Goal, meet the SCAG REAP 2.0 Program Framework Objectives, and all requirements of the PATH program.

2.2 Notice of Funds Available: Funding for Lasting Affordability

Depending on interest in the program, funding requests could be awarded in full or in part. Eligible applicants are broadly construed to include, but not be limited to entities that manage an established or planned Housing trust⁹ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability. Applicants may include a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.

Summary

The NOFA supports programmatic level investments in housing trust funds, community land trusts, catalyst funds and nonprofit organizations that secure lasting affordability in compliance with the program and the state REAP 2.0 guidelines. This includes funding to support transformative, innovative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.

Eligible activities are at a programmatic level, meaning that funding can be used to create or expand existing finance tools and loan products. Consultant support is available to develop business models, studies, and analysis to establish new or expand existing actions or capacities within housing trust funds, community land trusts, catalyst funds, revolving funds, and other public/private/philanthropic partnerships or nonprofit organizations that secure lasting affordability in compliance with the PATH program guidelines and the state REAP 2.0 guidelines; to achieve and maintain affordable housing at a regional scale. Through establishing a new or expanding an existing loan product or financing tool, the funding awarded can be used for any of the following actions:

- **Consulting assistance and funding** to establish or increase existing impact of a housing trust fund, community land trust, catalyst fund, revolving fund, and other form of public/private/philanthropic partnership, or to support a nonprofit organization securing lasting affordability in compliance with the Programs to Accelerate Transformational Housing (PATH) program guidelines and the state Regional Early Action Planning Grants of 2021 (REAP 2.0) guidelines to provide and maintain affordable housing at a regional scale.
- **Actions and projects** can include developing or increasing organizational capacity for a trust or fund including to develop a new or expand an existing loan product or funding tool that will be used for any of the following activities (please note that specific information required in Section 3, project description, and Section 4, evaluation criteria, for funding requests related to a loan product or financing tool):
 - **New strategies, and/or business models and structures** for existing or emerging housing or land trusts that will lead to expanded affordable housing in infill areas (both through new

⁹ A distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.

construction and acquisition and conversion of existing buildings to affordable housing) helping to achieve the 6th cycle RHNA.

- **Innovative Finance Products** to explore untested lending products, including loan products, leverage to secure additional funding, and activities in advance of having all necessary steps completed to construct a housing project in line with the program objectives.
- **Predevelopment, Bridge and Gap Funding** to support finance models and products for developing and maintaining affordable housing. Activities can include acquisition of existing residential buildings for preservation and conversion to affordable housing, predevelopment expenses, bridge financing (between predevelopment and permanent financing), and gap funding for affordable housing developments that have assembled primary funding sources but still have a remaining funding need. Projects must meet the REAP 2.0 program requirement for being transformative and must be able to start within 5 years of award.
- **Consulting Assistance** to develop transformative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.
- **Permanent Funding Sources Supporting a Trust or Fund** identify and establish local and regional permanent funding sources for affordable housing, including general obligation and other bond initiatives, tax increment financing programs, in-lieu fee and residential or commercial/affordable housing linkage fee programs, revolving loan funds and other finance strategies creating permanent funding.

SCAG will develop a bench of consultants to support awarded applicants develop business models and complete studies and analysis for new funding streams, as needed. Pending state approval of the funding schedule, an awarded applicant may request a direct suballocation of funds as a grant to use in a proposed new affordable housing loan product or financing tool to accomplish the activities listed above. For a direct grant the submitted application must provide as much detail about the loan product or financing tool as possible including anticipated underwriting, affordability terms and restrictions, target populations, and anticipated impact related to increasing housing supply, choice and affordability. If a direct suballocation is awarded, the awardee is expected to fulfill all required administration and reporting requirements.

2.3 Pilot Program: Regional Utilities Supporting Housing (RUSH)

Eligible applicants must be a(n):

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

Summary

The RUSH Pilot Program is focused on investments in utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Objectives. Projects should include building



capacity for a sizable number of housing units and work towards addressing housing affordability. For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025.

New infill housing often comes with costs tied to upgrading or replacing existing utilities infrastructure to support new demand, which can add millions of dollars in cost to residential projects and extend the housing production timeline. With the 6th cycle of the housing element process nearing completion in the SCAG region, SCAG’s 191 cities and 6 counties have identified site inventories that provide a roadmap to Housing production in the region. However, broader district level planning for utilities is not currently aligned with the site inventories identified in housing elements. For this program, utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if it is tied to one of the other utilities identified but cannot be the driving factor in a proposed project.

In Spring 2023, SCAG hosted an Industry Forum centered on exploring sustainable and district level investments in utilities that align with implementing RHNA housing production goals and the site inventories in draft, adopted or compliant 6th Cycle housing elements. The outcome of that event and final report informed the development of the RUSH Pilot Program.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure that increases water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

All projects MUST include a clear nexus to housing production in infill areas. Eligible project types include:

- Infrastructure Planning – Creating plans and programs, including green infrastructure plans, to **support increased utility capacity in areas designated for residential development** in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale, and include green elements. Potential projects could include, but are not limited to the following:
 - Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
 - Creating a Capital Improvement Plan
 - Creating a Green Infrastructure Plan
 - Digital Utility Data Inventory Tools
 - Developing Cost Estimating Tools for Utility Improvements and Connections
 - Pilot Innovations

- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:
 - Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
 - Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.
 -

A total of \$35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to \$30M will be allocated to *Capital Projects*, with a maximum award of up to \$10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between \$800K- \$1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas. Depending on interest in the program, funding requests could be awarded in full or in part.

2.4 Pilot Program: Housing Infill on Public and Private Lands (HIPP)

Eligible applicants are broadly construed to include, but not be limited to entities that are in control of underutilized, surplus, or excess lands available for inventory and assessment for development of affordable housing, and entities with regulatory land use control. Applicants may include a public agency, a transit agency or district; a city; a county; Tribal Entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

Summary

The HIPP pilot program is focused on 1) scaling up development of surplus and/or excess publicly owned lands, or other underutilized privately owned land that can be redeveloped with affordable or mixed income housing and ancillary neighborhood serving businesses and supporting infrastructure, and 2) supporting eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide target area, focused on infill housing and based in justice, equity, diversity, and inclusion.

SCAG will develop a bench of consultants and initiate studies supporting the participating entities identify, assess, and move available lands in infill areas into development with an affordable housing component, and scale housing capacity in infill areas and corridors. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to successful affordable housing and mixed-use projects.



Scaling Up Development of Available Land. The pilot program will provide consultant support and technical assistance including support through the pre-development phase including but not limited to site identification; feasibility and environmental assessments; project scoping and sponsor/developer selection; community engagement; master planning; and engineering. SCAG will develop a bench of consultants and conduct studies supporting participating entities identify, assess, and move available lands into development with an affordable housing component. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to the successful development of available land. The site feasibility and readiness assessments will be based first on alignment with existing transit and utilities infrastructure, and secondarily on future planned investments. Projects targeted for these funds should provide opportunities to explore large scale development/redevelopment of a site or scattered sites as well as innovative models to streamline delivery of affordable and mixed income housing. Innovative models may include concepts such as new financing mechanisms, standard designs or even design/build competitions. This component of the HIPP pilot program is focused on a specific site or scattered sites for development, and where the applicant can demonstrate that it is possible for construction to begin within 5 years of award.

Depending on interest in the Pilot Program, SCAG may allocate some funding for the development of templates for affordable housing transactions (such as standard Request For Proposals (RFP) and resultant legal documents) and feasibility studies paired with resources to begin development activity and/or to consider multiple multi-year development scenarios and alternative financing strategies for development of publicly and privately owned lands.

Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives. Moving beyond site specific development, the HIPP pilot program provides flexibility for eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide infill area, with a focus on housing and affordable housing based in justice, equity, diversity, and inclusion. Proposed projects or policies should be consistent with the programs included in the local 6th Cycle Housing Element. Supported activities can include funding for technical assistance, staffing and consultants, community engagement, peer learning cohorts, data, and mapping. Eligible activities must lead to an adoptable/implementable deliverable that meets REAP 2.0 Program Goals:

- *General Plan Amendments, Specific Plans, Development Guidelines and Standards, and Rezoning for Housing Element Implementation and Compliance* – Corridor-wide or area-wide general plan amendments and code changes and zoning-based housing and affordable housing incentives focused on large scale overlay districts or other incentive programs, local density bonuses, reduced parking minimums and/or parking maximums, and as-a-right development approval.
- *Environmental Clearance and Permit-Streamlining Facilitating Affordable Housing* – Jurisdictional and agency-wide reductions in process and timing for residential/residential-mixed use approvals resulting in quantifiable cost and/or time savings. Preparation of required environmental review documents for corridor-wide or area-wide plans that facilitate housing development with an affordable component that could foreseeably begin construction in five years, including but not limited to CEQA and NEPA, Coastal Commission approval, Department of Toxic Substances Control review or other clearances.
- *Increasing Affordable Supply and Preventing Displacement* – Corridor-wide and area-wide policy or projects increasing the supply, availability, and access to housing at below market rate rental and

ownership prices. Projects focused on preventing jurisdiction-wide, corridor-wide, or area-wide displacement and loss of existing affordability. Funding can support the creation of inclusionary housing rental and homeownership programs, transfer of development rights and other approaches achieving a mix of housing types, and rental and sales price ranges that set aside housing at or below the area median income. Eligible uses also include enabling programs and strategies for preventing loss of existing affordable housing in the speculative real estate market, extending expiring affordability covenants, establishing community or tenant opportunity to purchase programs, and other programs achieving a quantifiable benefit for preserving existing affordability and preventing displacement.

- *Other Strategies Accelerating Housing and Affordability* – Large-scale transformative jurisdictional, corridor-wide, or area-wide projects not otherwise described above can be proposed but must meet all program requirements and have a strong nexus to housing supply, choice and affordability, or preventing displacement. Such projects will be evaluated on a case-by-case basis.

To support the pilot program, SCAG will conduct studies on alternative building designs and materials, and processes for reducing construction and operating costs. This will include studies addressing direct and indirect greenhouse gas reduction and climate adaptation goals for preserving existing and constructing new multi-family rental and ownership housing. The study of sustainable urban greening and cooling solutions for multi-family housing is anticipated to be launched in early 2024. The study will identify potential locations for urban greening investments supporting housing development, accelerating housing production, promoting stormwater capture, and leading to energy savings. SCAG will also complete a study to identify potential cost savings from urban cooling strategies in the context of the Energy Code’s performance approach for assessing electricity needs and budgets for rental and ownership multi-family residential buildings. The outcomes of the studies will be shared with HIPP funding recipients and can be used to inform the location and design of the buildings that will ultimately be developed on infill lands following the assessment in the HIPP pilot program. An engagement campaign to promote pro-housing and housing supportive policies across Southern California will also be developed. The campaign will use SCAG’s *Go Human* program as a model to engage local leaders and organizations in advancing housing production and affordability.

2.5 Ineligible Uses

Applications for ineligible activities or projects that do not meet the funding criteria of these guidelines will not be accepted. Ineligible uses are uses inconsistent with the REAP 2.0 goals in Section 1.1, SCAG REAP 2.0 Program Framework Core Objectives in Section 1.2, and/or the program objectives in Section 3.1, and include but are not limited to:

- a. Uses that solely update or amendment local general plans, codes, ordinances, or programs for compliance with changes in statutory requirements,
- b. Roadway or highway capacity increases,
- c. Advocacy work (direct lobbying for specific bills or local propositions),
- d. Bonus payments of any kind,
- e. Ceremonial expenses,
- f. Commission fees,
- g. Real estate brokerage fees or expenses,

- h. Services, materials, or equipment obtained under any other state program,
- i. Stewardship of legal defense funds,
- j. General meetings that do not specifically discuss or advance implementation of awarded REAP 2.0 funds,
- k. Using funds for mitigation activities already mandated by local or state governing bodies or agencies,
- l. Ongoing expenses (e.g., routine maintenance or operations of transportation infrastructure associated with transit service expansion),
- m. Costs associated with automobile or motorcycle parking (excluding EV charging infrastructure). Proposed Uses with a surface parking component are not eligible,
- n. Costs associated with infrastructure related to fossil fuels, including connections to natural gas infrastructure,
- o. Costs associated with ongoing provisions of internet service,
- p. In lieu fees for local inclusionary Housing programs,
- q. Updates to the RTP,
- r. Organizational membership fees,
- s. Street construction or repair to benefit vehicular traffic, and
- t. Other items unrelated to the REAP 2.0 Program or application.

2.6 Funding Awards

SCAG will issue the PATH program funding through a Notice of Funding Availability (NOFA) and two pilot programs. Depending on interest and qualified applications, funding can be shifted between the NOFA and the two pilot programs. Additional funding could be issued through the PATH program depending on the amounts encumbered through other SCAG administered REAP 2.0 programs, as each program is developed and implemented.

Applicants shall be notified in writing whether the application was conditionally awarded funding or if the application was not awarded within 60 days of the application deadline. Funding awards must be approved by the SCAG Regional Council and encumbered, meaning the MOU executed, by June 30, 2024.

The Notice Of Funds Available (NOFA) will initially receive \$45,000,000 in funding to support housing trusts and catalyst funds and affordable housing actions as described in Section 2.2.

The RUSH pilot program will initially receive \$35,000,000 in funding to support non-transportation utilities infrastructure planning and improvements as described in Section 2.3.

The HIPPP pilot program will initially receive \$8,835,000 in funding to develop the partnerships, acquire data, and complete the studies and feasibility analysis, with some funding deployed by SCAG for templates or studies required to support selected projects and programs as described in Section 2.4.

In addition to the funding amounts provided in the chart, \$23 million in REAP 2.0 funding is allocated to the region's subregional councils of government through the [Subregional Partnership Program 2.0](#), which is designed to fund programs, policies and projects implementing 6th Cycle housing elements and affordable housing strategies.

2.7 Program Timeline

The Program will begin following adoption by the Regional Council, approval from the State of SCAG's REAP 2.0 final funding application, and concurrence from the State on the Program. All funds awarded must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is



executed, by January 30, 2024, and fully expended by December 31, 2025, unless extended in advance in writing by and SCAG. A final closeout report will be due to SCAG by December 31, 2025.

| Program Timeline | |
|---|----------------------|
| Applications Released for NOFA and pilot programs | Spring - Summer 2023 |
| Awarded Funding Encumbered | January 31, 2024 |
| All Funding Fully Expended | December 31, 2025 |
| Final Report and Close Out | December 31, 2025 |

2.8 Application Schedules

The application schedule for the NOFA and both pilot programs will allow applicants to develop a funding application with consultation from SCAG staff in advance of the date to apply for funding.

| Notice of Funds Available (NOFA) – Funding for Last Affordability¹⁰ | |
|---|--|
| Application Release: | June 7, 2023 |
| Application Due Date: (Applications will not be considered after the application due date) | July 31, 2023 Closes at 5:00PM (Pacific Time) |
| Evaluation Period: | August – September 2023 |
| Conditional Notice of Awards issued: | September 2023 |
| Regional Council Approval of Awards: | October 2023 |
| Initiate Funding Agreements: | Winter 2023 |

| Regional Utilities Supporting Housing (RUSH) Pilot Program | |
|---|-------------|
| Industry Forum Event: | April 2023 |
| Application Release: | Fall 2023 |
| Application Due Date: | Winter 2024 |
| Conditional Notice of Awards issued: | Winter 2024 |
| Initiate Funding Agreements: | Early 2024 |

¹⁰ Dates are anticipated and dependent on State approval of SCAG’s REAP2.0 guidelines and Regional Council approval of the applications.



| Housing Infill on Public and Private Lands (HIPP) Pilot Program | |
|---|--|
| Application Released: | May 10, 2023 |
| Application Due Date: (Applications will not be considered after the application due date) | July 10, 2023 Closes at 5:00PM (Pacific Time) |
| Evaluation Period: | July – August 2023 |
| Conditional Notice of Awards issued: | August 2023 |
| Regional Council Approval of Awards: | October 2023 |
| Initiate Funding Agreements: | Winter 2023 |

2.9 Applicant Consultation Period

To meet the state REAP 2.0 requirement to award funding within 60 days of receiving a complete application, while also ensuring applicants have adequate time to consider and develop project proposals, SCAG will offer an application consultation period. During the consultation period applicants can submit draft applications to SCAG staff on a rolling basis for input and feedback on projects being proposed and the completeness of the application.

The consultation period will begin following approval from the State of SCAG’s REAP 2.0 funding application and by the SCAG Regional Council of the individual program applications, which is anticipated to be January 2023. During the consultation period, SCAG will release the application materials and host an information session. The session will be recorded and made available on SCAG’s REAP 2.0 program webpage. The information session is an opportunity to learn more about the program, ask questions, and receive feedback.

SCAG staff will also hold weekly office hours and will be available for one-on-one consultations with applicants. An applicant does not need to have a project to participate in office hours or meet for a one-on-one consultation. SCAG staff will make every effort to accommodate applicants. There is no limit to the number of meetings an applicant may request. SCAG staff will continue to host office hours and be available for consultations through the Friday prior to the close of the application period.

SCAG will develop and post answers online to all questions received. Attending the information session or office hours or scheduling a consultation is not required but strongly encouraged.

2.10 Application Submittal Date

REAP 2.0 funding requires that SCAG issue award letters within 60 days of receiving a complete application. To facilitate this timeline while allowing for flexibility and ongoing consultation, SCAG will consider applications received on the day that follows the close of the application consultation period. Applications can be submitted at any time during the consultation period to be considered received on the application date.

Anticipated Application Periods and Dates

| | Application Period | Application Due Date |
|----------------------|--------------------|----------------------|
| • NOFA | June – July 2023 | July 2023 |
| • HIPP Pilot Program | May - July 2023 | July 2023 |
| • RUSH Pilot Program | Fall 2023 | Winter 2024 |

2.11 Application Requirements

Each application will include specific information and requirements, but in general the following lists the requirements to apply will include:

- Applicant must be an Eligible Applicant (see Sections 2.3, 2.4, 2.5)
- Proposed use(s) must be an eligible use(s) and meet all requirements in Section 3.0
- Application for funding must be filled out completely and submitted using the template application to be provided
- The following supporting documents must accompany the application:
 1. Scope(s) of work including budgets and schedules for all proposed funding uses
 2. Outcomes and proposed metrics (examples will be provided)
 3. Authorization to apply
 4. Letter of support

2.13 For Additional Information and Questions

For additional information or answers to questions please email the contact person listed below. Support from SCAG is available to complete the funding application.

HIPP/NOFA Contact: Jacob Noonan
REAP 2.0 Housing Program Manager
housing@scag.ca.gov

RUSH Contact: Ma’Ayn Johnson
Department Manager
housing@scag.ca.gov

3.0 PATH Program Objectives and Evaluation Criteria

The PATH program has the following program objectives.

3.1 PATH Program Objectives

Funding applications will be evaluated on how the activities proposed meet all program objectives:

1. Transformative Planning and Implementation Activities (refer to definition in Section 1.2) leading to a Significant Beneficial Impact (defined below) to:
 - Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
 - Affirmatively Further Fair Housing;

- Reduce Vehicle Miles Traveled;
- 2. Include Equitable Targeted Outreach;
- 3. Leverage Partnerships, Policy Match, and Cost Effectiveness, and
- 4. Prioritize Disadvantaged Communities
- 5. Contributes to Regionally Transformative Change

3.2 PATH Program Evaluation Criteria Summary

The PATH program provides a summary overview of the evaluation criteria. The forthcoming standalone funding applications will include detailed evaluation guidance, including the quantitative data and qualitative narrative factors that will be used to assess submitted projects. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region and within rural, suburban, and urban infill areas.

“Infill”, for the purposes of the REAP 2.0 Program, means areas where the following applies: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, **or**
- b. An established community that meets all the following criteria:
 - i. The area consists or previously consisted of qualified urban uses
 - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.

To be considered eligible, an application must include responses for how the uses proposed meet all the following criteria and REAP 2.0 program requirements.

3.2.1 Lead to a Transformative Significant Beneficial Impact

The application must include a summary of how the proposed use advances all REAP 2.0 and SCAG’s program goals and objectives, meets the definition of a Transformative Planning and Implementation Activity (refer to Section 2.0), and provides a **Significant Beneficial Impact**, meaning demonstrates the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating Housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide Housing policies, site planning, financial models, predevelopment and development processes, and ownership patterns in a significant and quantifiable manner. SCAG is interested in innovative models that can be replicated across the region and the state.

Metrics should be included when demonstrating Significant Beneficial Impact. Applicants may consider rates of change (e.g., percent increase over a baseline), the magnitude of impact relative to variables or targets, the proportion of need achieved, and the impact relative to past trends, policies, and practices.



Variables or targets may include but are not limited to benefitting households by income group; meeting and exceeding the housing production goals of the Regional Housing Needs Assessment; the number of Housing units anticipated and achieved (new construction, preservation/ conservation, and rehabilitation); density; infrastructure; infrastructure capacity and accessibility; community amenities; investments; Vehicle Miles Traveled reduction goals; regional and local equity policies; and GHG reduction goals.

The application should describe how each project proposed provides a significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors. This is to be done by describing how the project will address the following criteria and including appropriate metrics. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

3.2.1 (a) Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project will accelerate Infill¹¹ development near jobs and other key destinations to support increasing Housing choices and affordability that effectively reduce VMT and greenhouse gas emissions. One way this can be done is to focus development in Priority Growth Areas, as discussed in Chapter 3 beginning on Page 66 of the 2020 [Connect SoCal](#). The 2020 Priority Growth Areas are also visually displayed on the [Priority Growth Area Map](#).

The application should also describe how the proposed project will prioritize development that increases Housing choice and affordability at Infill sites and describe the Housing affordability components in the project that serve Low- and Moderate-income Households. *For Affordable Housing development programs* – which may involve allowable predevelopment costs (e.g., studies, land acquisition, entitlements), and bridge and gap large expenditures and capital investments – to be an eligible use a program must accelerate the supply of long-term Affordable Housing for Lower and Moderate- income Households and commit to development within a reasonable time frame (e.g., within 5 years of the expenditure deadline).

The following should be discussed in the application:

- i. The proposal’s impact on Housing supply, choice, and affordability
- ii. The proposal is located or implemented within an Infill area.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- iii. The proposal can be measured by, but is not limited to:
 - a. Number of Housing units (total, type, affordable, and per acre) projected within the 8-year 6th cycle RHNA period and potential to create lasting affordability (perpetual affordability),
 - b. Capital investments to support Housing development,
 - c. Mix of Housing unit types or sizes,
 - d. Increasing land use intensities,
 - e. Count of sites developable for future Housing, and/or
 - f. Number of new Housing units supported or provided by the Proposed Use or policy

¹¹ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

3.2.1 (b) *Affirmatively Further Fair Housing (AFFH)*

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Each proposed project must include meaningful actions, that taken together, address significant disparities in Housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. Each proposed project must support regional and local efforts that work towards ensuring all people have full and equal access to opportunities enabling them to lead healthy lives.

Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Establishing and enhancing strategies that create Housing mobility by improving access and/or removing barriers to Housing, or improving regional utilities supporting Housing in areas of opportunity;
- Encouraging development of new Affordable Housing in high resource areas by promoting Housing, regional utilities supporting Housing, and affordability in areas of high and higher opportunity and outside of areas of concentrated poverty;
- Improving place-based strategies to encourage community revitalization. This includes preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving, or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities; and
- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of low- and moderate-opportunity and areas of concentrated poverty.

The application must describe how the applicant considered AFFH principles and equity in the proposed project. Any proposed project that may have a negative impact on AFFH objectives must have appropriate mitigation efforts. Applicants shall take no action that is materially inconsistent with AFFH. Applicants shall target funding to benefit Disadvantaged and Historically Underserved Communities (see definition section in the state REAP 2.0 program guidelines). A city or county's 6th cycle Housing Element can be a good resource for identifying State-approved AFFH policies and programs.

The following must be discussed in the application:

- i. The project will be located or implemented within:
 - a. Higher Resource communities or Areas (See state REAP 2.0 guidelines, Attachment 2: Definitions), or
 - b. Disadvantaged and Historically Underserved Communities
- ii. The project can be measured by, but is not limited to:
 - a. Number of proposed Affordable Housing units,
 - b. Number of existing housing units continued to be made available and affordable,
 - c. Zoning, Streamlined Housing Production (including permit streamlining), fees, incentives, and other approaches to increase housing choices and affordability,
 - d. Increase accessible number of units above state law,

- e. For Higher Resource Communities or Areas:
 - I. Increase in rate of Housing Choice Voucher usage in high opportunity census tracts,
 - II. New lower- and moderate-income targeted Housing created through new development or through acquisition and preservation of existing Housing.
- f. For Disadvantaged and Historically Underserved Communities:
 - I. New or enhanced public services and community assets such as parks, social service programs, active transportation, infrastructure, and other community amenities,
 - II. Increased access to public services, and
 - III. Housing-supportive infrastructure service in areas of concentrated poverty or similar areas
- g. Other metrics found in the California Housing and Community Development Department (HCD) AFFH Guidance Memo, available online: (https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf)
- h. As well as other HCD AFFH data and mapping resources available online (<https://affh-data-resources-cahcd.hub.arcgis.com/>)

3.2.1 (c) *Reduce Vehicle Miles Traveled*

The REAP 2.0 Program provides for investments to support Housing planning and production in Infill areas that reduce VMT towards helping the state meet multiple goals. The application must include a description of how the proposed project promotes development and aligns Housing production in Infill locations consistent with the state’s climate targets and goals discussed in the California Climate Change Scoping Plan. Proposed projects shall focus on the VMT-reducing elements of Connect SoCal, as applicable, to achieve and maintain the region’s greenhouse gas emission reduction targets by supporting or implementing Housing and Affordable Housing action-oriented plans, policies, and investment strategies broadly described as: “land use planning, policies, and investment strategies that encourage Infill development that facilitates Housing supply, choice, and affordability and is serviced by existing and planned expansions of a multimodal transportation system.”

Applicants are encouraged to pursue new Housing development that is or can be integrated with or connected to transportation shifting travel away from driving through pedestrian, bicycle, transit, and other alternative transportation programs.

Applicants should discuss the following in the application (See the state REAP 2.0 program guidelines, Attachment 4, Applying Units of Measurement for supplemental materials that describe land use and transportation planning, policies, and investment strategies):

- a. The proposal is located or implemented within Infill areas.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- i. The proposal is expected to lead to shifting travel behavior and to direct or indirect VMT reductions:
 - a. Is or will be accessible to destinations and daily services by transit, walking, or bicycling, or
 - b. Is in proximity to existing or planned transportation improvements.

- ii. The proposal, dependent upon what funding source(s) are utilized, can be measured by, but is not limited to:
 - a. Estimate for VMT reduced Per Capita,
 - b. Number of distinct land uses within and around the site,
 - c. Number of internal and surrounding connections to the active transportation and transit networks,
 - d. Mix of Housing unit types or sizes, and limited number of off-street parking

3.2.2 Include Equitable Targeted Outreach

The application should describe in the application any prior outreach completed and include a commitment to continuing outreach and engagement, especially with Disadvantaged and Historically Underserved community members while the project is underway and through the funding expenditure date, which is July 30, 2026. Outreach methods must consider language access and other potential barriers to providing input. Outreach may include coordination with other Eligible Applicants (including Tribal Entities) within the same subregion or in other subregions. Eligible Applicants may wish to consider the potential for joint activities and coordination on outreach activities.

3.2.3 Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness

The applicant should describe in the application how the proposed project will leverage other resources to maximize impact from REAP 2.0 funding investments. The criterion is designed to be flexible, to provide multiple ways to create leverage through partnerships and momentum. Leverage can be achieved through many forms, and not all communities have the ability to put forward a financial match. Therefore, the local match can include any or all the following:

- Local Policy Commitment – Applications should describe how any prior local policies and programs align with or facilitate the funding uses proposed and leading to accelerating in-fill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. The response should include when the policy or program was adopted and what the outcomes have been to date. Any changes implemented since the original adoption with the reasons and results should be included.
- Partnerships (partner match) – Evidence of supporting partnerships in the focus area.
- Local or Other Funding (local agency match) – No minimum is required, but one way to demonstrate leverage is through a local investment. If a funding policy match is proposed the funding source, terms, and the year/cycle in which the funds were awarded must be included.
- Proposals that build local and regional capacity through partnerships with local and small business enterprises and otherwise expansion of capacity to execute and successfully complete projects will be given a priority.
- The application and supporting documents should clearly demonstrate the ability of the applicant to successfully complete the project, and how the applicant has incorporated cost effective means in the project scope and budget to best utilize the REAP 2.0 grant funds to achieve the desired outcomes.

3.2.4 Prioritize Disadvantaged Communities

In alignment with the REAP 2.0 funding guidelines, areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced will receive a priority in the evaluation for funding. In accordance with the REAP 2.0 Guidelines, the following areas have been included as they are inclusive of communities that are disadvantaged and have been historically underserved. These disadvantaged communities include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern (Communities of Concern designated for SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Environmental Justice (EJ) Technical Report))
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California’s **Housing and climate crisis.**)

The specific inclusion and prioritization of disadvantaged communities will allow SCAG to demonstrate how the Programs to Achieve Transformational Housing (PATH) will have a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities.

3.2.5 Contributes to Regional Transformative Change

The evaluation for funding will consider how a proposal achieves regional goals for housing infrastructure and regional diversity. This will focus on innovation to advance and expand the foundational conditions necessary to scale Housing supply, choice, and affordability to meet the 6th Cycle RHNA, realize the Housing Supportive Infrastructure *Key Connection* in SCAG’s 2020 adopted Connect SoCal, and on meeting the community needs for Housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

Applicants should discuss the following in the application:

- i. Transformative Approaches to Scale Housing Supply. How the proposal incorporates transformative approaches for advancing and expanding the foundational conditions necessary to scale Housing supply, choice, and affordability locally, and in relation to the Southern California region.
- ii. Regional Impact and Applicability. Describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GhG) and Vehicle Miles Traveled (VMT) including focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts-across the SCAG region. In your response, describe how the project’s impact on reducing GhG and VMT extends beyond the immediate project area to beneficially impact the region. [500-word limit]



4.0 Program Administration

Funding will be made available for projects and activities after SCAG receives funding for its full REAP application from HCD, which will most likely occur in Quarter 1 of 2023.

4.1 Commitment Letter and Terms of Agreement

An Applicant that has received a conditional award letter must submit a Letter of Commitment and Terms of Agreement Form that has been signed by its decision-making body or authorized signatory prior to execution of the Standard Agreement or MOU. The letter will serve as the commitment to follow the state reporting requirements, manage the received funds within the established timeline, comply with the State and SCAG accounting principles and requirements, and SCAG’s Subrecipient Monitoring Policies and Procedures. SCAG will provide the form template with the conditional notice of award as well as SCAG’s required policies.

4.2 Implementing Entities

HIPP, NOFA, and RUSH PLANNING PILOT

Awarded applicants are expected to serve as the implementing agency of the projects and activities applied for. Based on the proposal funded this may include all the following: procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties. Implementing agencies must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The implementing agency will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The implementing agency will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

For planning efforts, SCAG may take on procuring the consultant on behalf of the implementing agency. In this instance, SCAG will work with the implementing agency to complete necessary procurement and contracting. SCAG staff will manage the contract and pay for all costs incurred. However, the implementing agency is responsible for the overall project. SCAG may bundle similar projects together in a common contract.

RUSH CAPITAL PILOT PROGRAM

The subrecipient (city, county, or Tribal Government) will be solely responsible for procurement of grant-funded capital work.

Implementing agencies may be the subrecipient or another entity identified by the subrecipient (for example, a public utility). In the instances where the subrecipient is not the implementing agency for the capital improvements, the subrecipient will still be responsible to procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties, to SCAG.



The subrecipient must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The subrecipient cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The subrecipient will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The subrecipient will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

4.3 Administrative fee

Up to five percent (5%) of the funding allocation may be charged as administrative activities. Tasks such as reviewing and processing project invoices, processing contract amendments, and preparing reports and metrics of project progress and completion are considered administrative activities. Activities such as developing scopes of work and requests for proposals (RFP), reviewing tasks and deliverables, and outreach with jurisdictions related to the project are considered programmatic and can be charged as a program activity. For projects and activities administered by SCAG, SCAG reserves the right to use the 5% administrative fee for costs related to project administration.

4.4 Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed.

4.5 Reimbursement

All awarded applicants must submit invoices to SCAG monthly and submit a status report quarterly to receive reimbursement. Invoices must follow the requirements set forth in the contract and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements. SCAG may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need. These arrangements will be included in the agreements between SCAG and the awarded applicant. After the agreement is signed, the awarded applicant may submit invoices to SCAG for reimbursement for eligible activities as specified in the signed agreement. Expenditure reimbursement requires prior authorization of the eligible projects and activities, and SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. If SCAG must repay REAP 2.0 funds to the state, SCAG will require reimbursement from the awarded applicant.

SCAG will only reimburse for costs as specified in the signed agreement(s) with the Eligible Applicant or consultant selected to perform the work. No costs will be reimbursed prior to the agreement is executed.



4.6 Reporting Requirements

Consistent with SCAG’s Overall Work Program reporting procedures and Subrecipient Monitoring Policies and Procedures, the awarded Applicant will be required to provide progress reports and itemized invoices to track progress. Progress will be measured according to the tasks, deliverables, costs, and timeline. Additionally, the REAP 2.0 program requires applicants to file an annual report measuring project outcomes and desired impacts through June 30, 2026. Metrics for the annual report will be developed in the application’s evaluation criteria. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

Subrecipient shall submit a Quarterly Report using the Sub-Recipient Report Template which would be provided in the executed MOU. The Sub-Recipient shall submit an Annual Report by February 10 of each year using the Annual Report Template which would be provided in the executed MOU. When the project is finalized, the Sub-Recipient shall submit a Close-Out Report no later than 90 days after the Completion Date, or April 1, 2026, whichever comes first. HCD has not provided the requirements for the Close-Out Report due to HCD by all grantees at the conclusion of the grant performance period but will be provided when it becomes available.

4.7 Compliance with REAP Guidelines and Applicable State and Federal Laws

This program is subject to the REAP 2.0 Guidelines and all applicable State and Federal laws. If the proposed project involves construction or acquisition, the sub-recipient will be required to comply with additional requirements, including but not limited to prevailing wage, fair housing, ethics laws, non-discrimination and accessibility laws. Any property acquisition funded with public funds will be subject to additional requirements under applicable law including, but not limited to, enforceable nondiscriminatory covenants recorded in the property’s chain of title. If awarded funds, the sub-recipient will be required to enter into an MOU (and, if necessary, based on specific proposals, other regulatory agreements) with SCAG that requires the sub-recipient to comply with these guidelines and all applicable laws and to ensure, to SCAG’s satisfaction, that any sub-recipients, consultants, or contractors comply. Further, the sub-recipient will be required to indemnify SCAG for their failure to comply with any of the requirements and provide evidence of adequate continuing financial resources to satisfy these indemnity obligations.



REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

September 2023

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

WWW.SCAG.CA.GOV

September 7, 2023, Regional Council – Updated PATH Program Guidelines

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

SCAG REAP 2.0 Program Framework - Overview

\$246 million = SCAG's region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill development that Facilitates Housing Supply, Choice, and Affordability

Affirmatively Further Fair Housing

Reduce Vehicle Miles Travelled

Early Action Initiatives

- Subregional Partnership Program 2.0 (Housing Element Support)
- Sustainable Communities Program (SCP)
- Local Information Services
- Regional Data Platform

Transportation Partnership Program

- County Transportation Commission Partnership Program
- Regional Pilot Initiatives Program

Programs to Accelerate Transformative Housing (PATH)

- NOFA
- HIPP Pilot Program
- RUSH Pilot Program

PATH Program Funding Areas

\$88,835,000

NOFA
(For Lasting Affordability)

- Funding for Innovative Housing Finance
- Trust Funds, Catalyst Funds

• \$45,000,000

RUSH Pilot Program
(Regional Utilities Supporting Housing)

- Non-Transportation Utilities Infrastructure Improvements

• \$35,000,000

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

- Scaling Up Development of Available Land
- Large Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives

• \$8,835,000

RUSH Advisory Panel/Industry Forum

The Advisory Panel identified the following considerations for the RUSH Program:

Challenges (Utility/Housing):

- Entitlement delays
- Long-range planning for utilities
- Missed opportunities to “dig-once”
- Lack of utility mapping
- No accounting for underserved/discriminated populations
- Wet infrastructure capacity
- Lack of workforce
- Increased demand for electrification

Recommendations:

- Integrating mapping in SCAG Database
- Bring everyone to the table – convening
- Multi-agency approach to “dig-once”
- Project recommendations and considerations for RUSH Pilot projects

PATH Guidelines Update

✓ RUSH Eligibility:

- Update: Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region
- *Original:* Public agency; water or other utility district/provider; Tribal Government; or a developer of a large area of land.

✓ RUSH Project Types

- Update: Eligible projects types further defined, added emphasis on resilience and adaptation.

✓ RUSH Funding:

- Update: RUSH allocates \$30M for Capital/\$5M for Infrastructure Planning.
- *Original:* No specified sub-allocation for project categories.

✓ Implementing Agencies:

- Update: For RUSH Capital projects, procurement must be led by applicant. Clarified procurement for TA projects in PATH.
- *Original:* Did not specify procurement for Capital and TA procurement was more restrictive.

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

Next Steps: RUSH Pilot Program





THANK YOU

For more information, visit:
<https://scag.ca.gov/reap2021>

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
September 6, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION FOR EAC:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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



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

BACKGROUND:

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

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

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

Components of SCAG's 2023 Title VI Program

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

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

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

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

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

FISCAL IMPACT:

There is no direct fiscal impact of the recommended action.

ATTACHMENT(S):

1. Resolution No. 23-658-1 Title VI



2. SCAG 2023 Title VI Program



RESOLUTION NO. 23-658-1

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

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

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

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

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

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

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

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

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

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

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

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

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Acting Chief Counsel



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TITLE VI PROGRAM

SEPTEMBER 2023

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I. INTRODUCTION

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

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

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

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

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

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

Title VI Coordinator Contact information:

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

II. BACKGROUND INFORMATION ABOUT SCAG

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

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

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

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

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

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

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

III. EQUITY AND SOCIAL JUSTICE

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

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

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

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

a) Defining Racial Equity

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

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

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

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

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

b) EAP

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

c) Baseline Conditions

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

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

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

IV. COMPLIANCE WITH TITLE VI GENERAL REQUIREMENTS AND GUIDELINES

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

a) Requirement to Provide Title VI Assurances

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

b) Requirement to Prepare and Submit a Title VI Program

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

c) Requirement to Notify Beneficiaries of Protection Under Title VI

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

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

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

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

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

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

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

f) Promoting Inclusive Public Participation

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

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

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

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

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

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

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

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

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

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

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

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

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

g) Requirement to Provide Meaningful Access to LEP Persons

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

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

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

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

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

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

h) Minority Representation on Planning and Advisory Boards

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

i) Providing Assistance to Subrecipients

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

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

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

j) Monitoring Subrecipients

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

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

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

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

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

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

k) Determination of Site or Location of Facilities

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

l) Requirement to Provide Additional Information Upon Request

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

V. COMPLIANCE WITH REQUIREMENTS SPECIFIC TO METROPOLITAN PLANNING ORGANIZATIONS

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

a) Requirement that Metropolitan Planning Activities Comply with Title VI

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

b) Demographic Profile of the Metropolitan Area

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

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

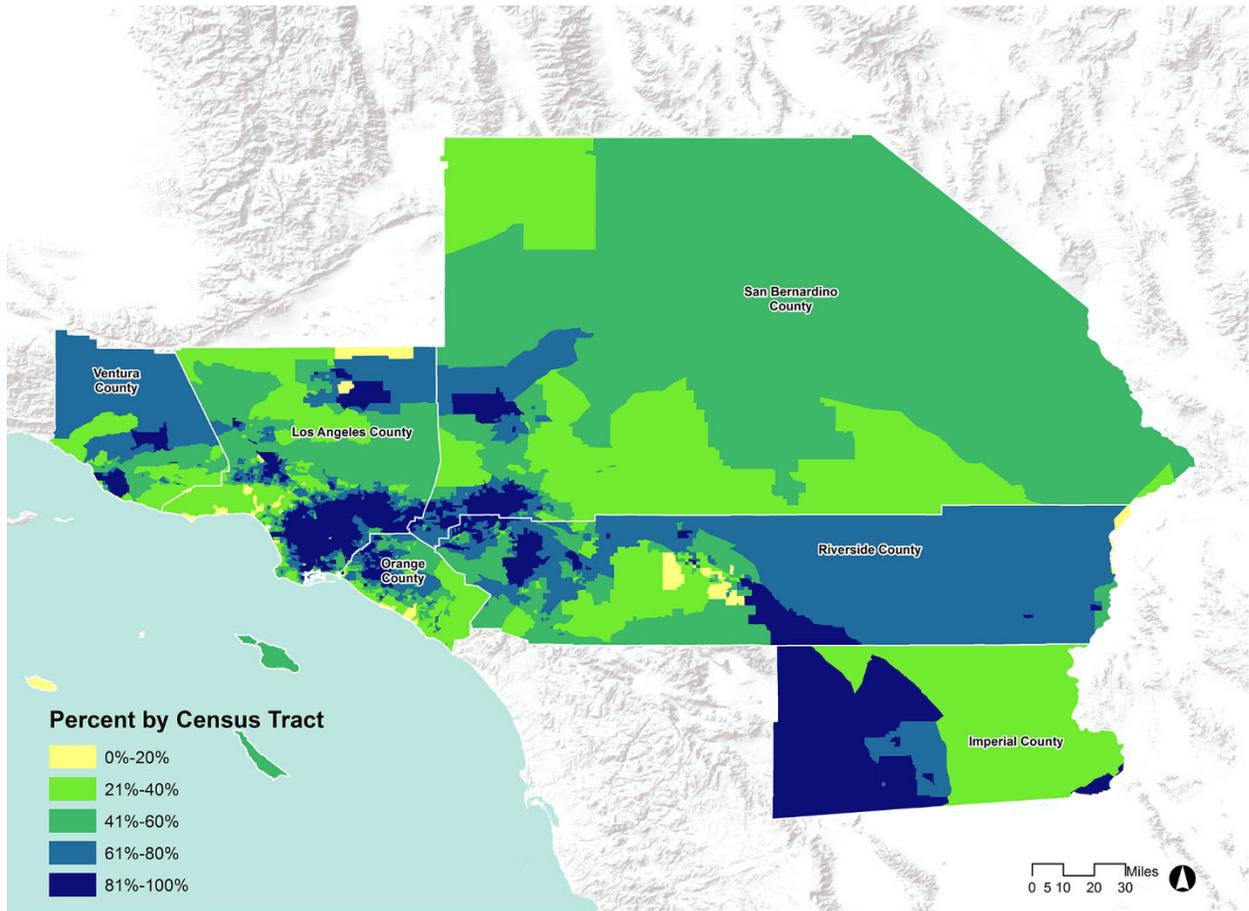
| POPULATION BY RACE/ETHNICITY | IMPERIAL COUNTY | | LOS ANGELES COUNTY | | ORANGE COUNTY | |
|---|-----------------|---------------|--------------------|---------------|------------------|---------------|
| | Population | % of County | Population | % of County | Population | % of County |
| Hispanic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

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

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

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

PERCENT OF MINORITY POPULATION IN THE SCAG REGION



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

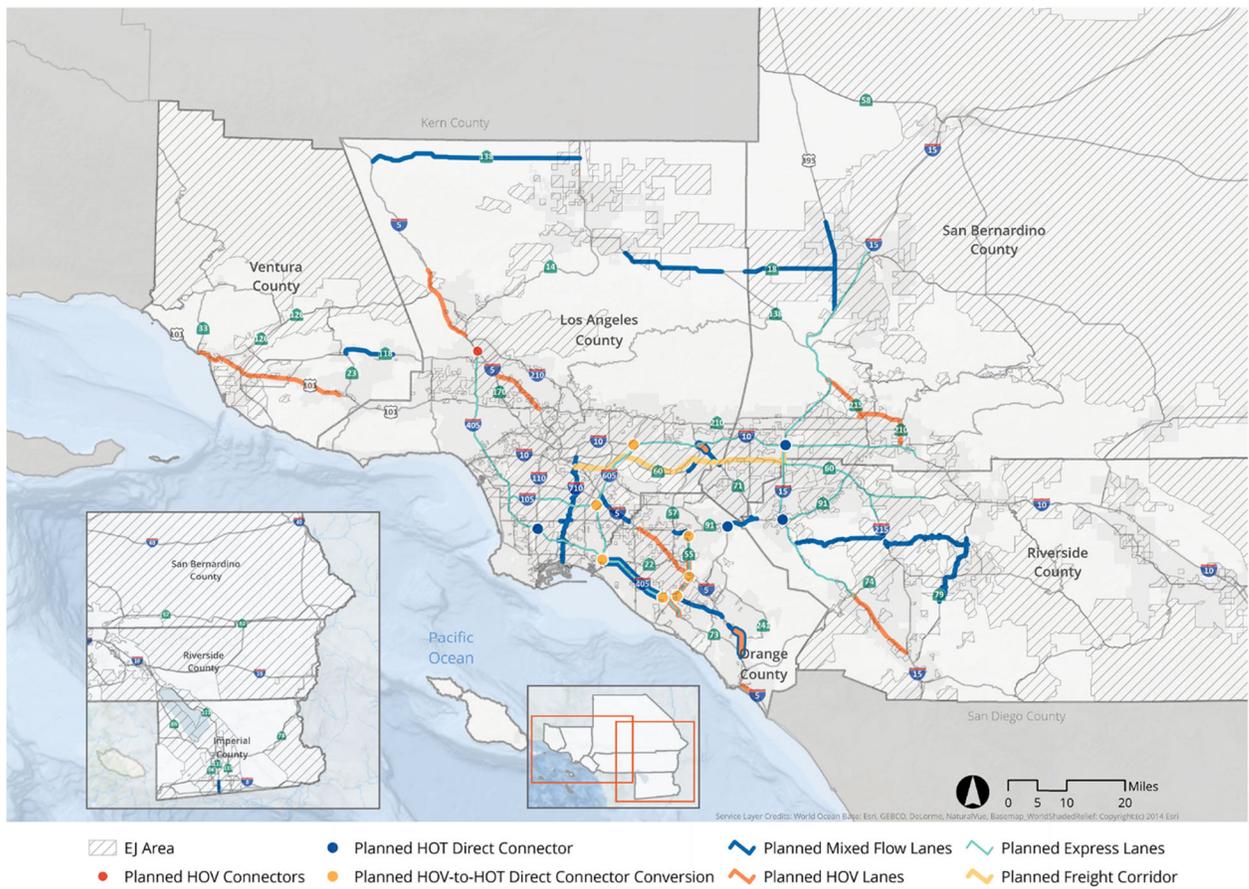
- EJ Areas (EJA): Transportation Analysis Zones (TAZs) that have a higher concentration of minority population OR low-income households that is seen in the region as a whole.
- SB 535 Disadvantaged Communities (DAC): Census tracts that have been identified by the California Environmental Protection Agency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

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

BREAKDOWN OF INVESTMENTS BY HIGHWAY TYPE

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

Source: SCAG



Source: SCAG, 2019

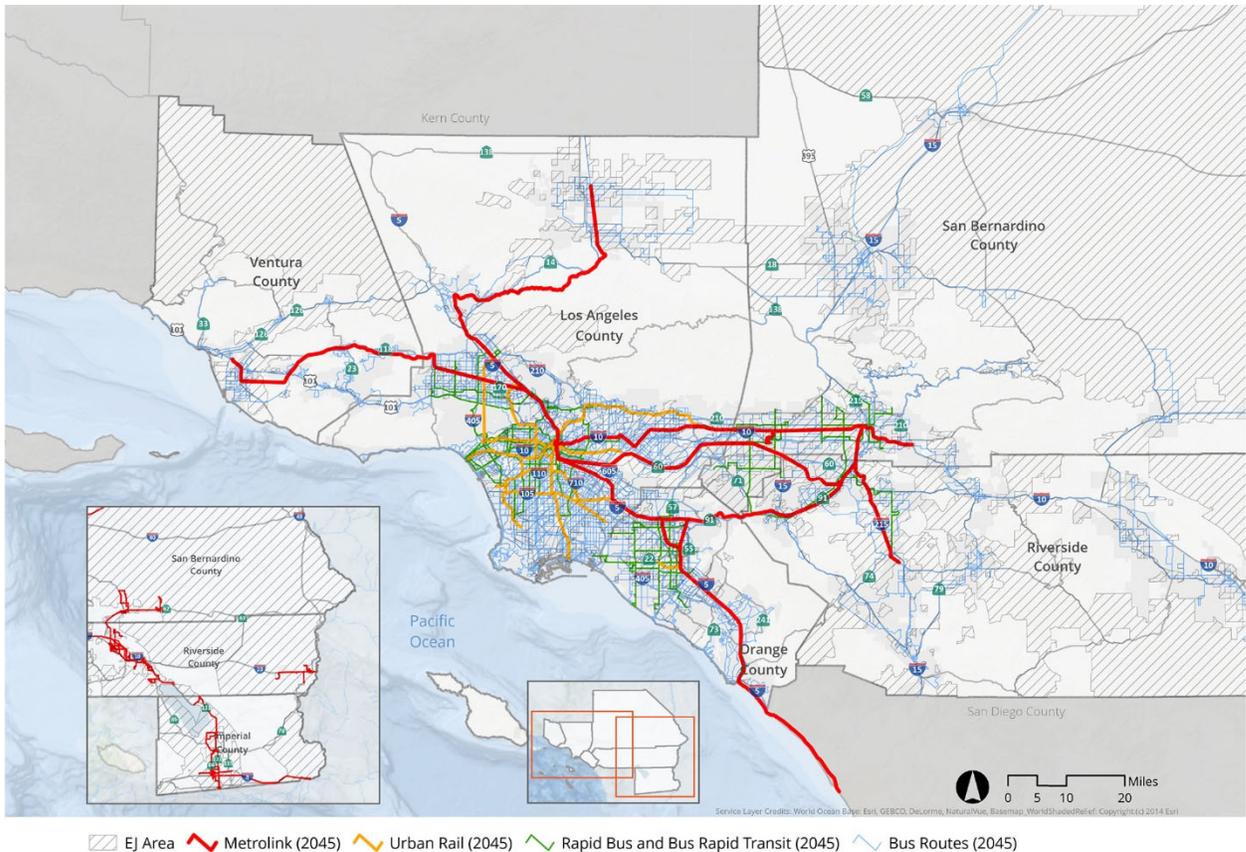
The second table shows the breakdown of investments for transit lines. Roughly 4,700 miles of transit related projects will be built by 2045. The largest investment will be for local bus lines (38%). Rapid bus lines will incur 22% of all transit mileage investments, while light rail and express bus lines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

BREAKDOWN OF INVESTMENTS FOR TRANSIT LINES

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

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

Source: SCAG



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

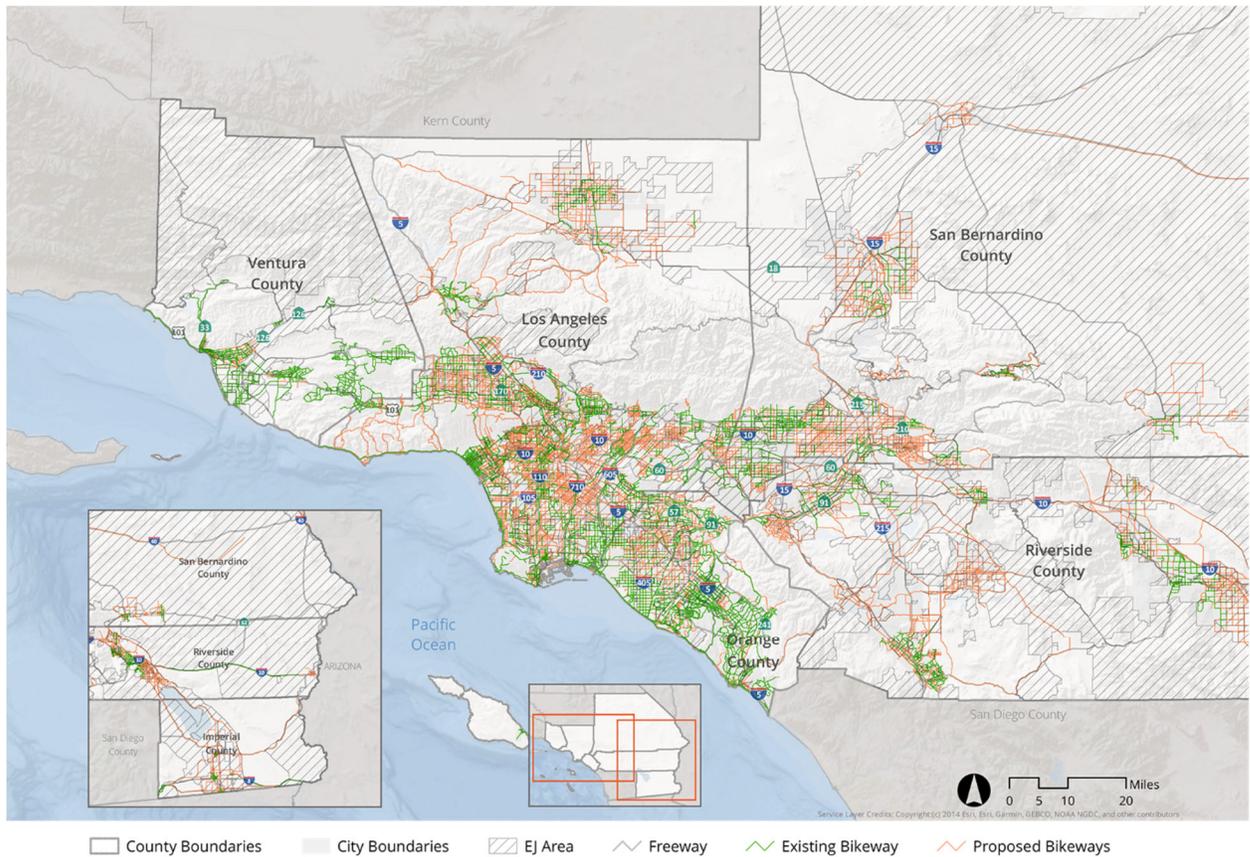
Source: SCAG, 2019

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

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

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

Source: SCAG



Source: SCAG, 2019

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

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

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

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

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

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

TABLE 1. CONNECT SOCIAL PERFORMANCE MEASURES: EJ

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

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

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

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

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

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

Source: SCAG Connect SoCal

Performance Measures

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

Transportation System Usage

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

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

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

TABLE 2. TRANSPORTATION SYSTEM USAGE BY HOUSEHOLD RACE/ETHNICITY

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

Source: National Household Travel Survey, 2017

TABLE 3. TRANSPORTATION SYSTEM USAGE BY HOUSEHOLD INCOME QUINTILE

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

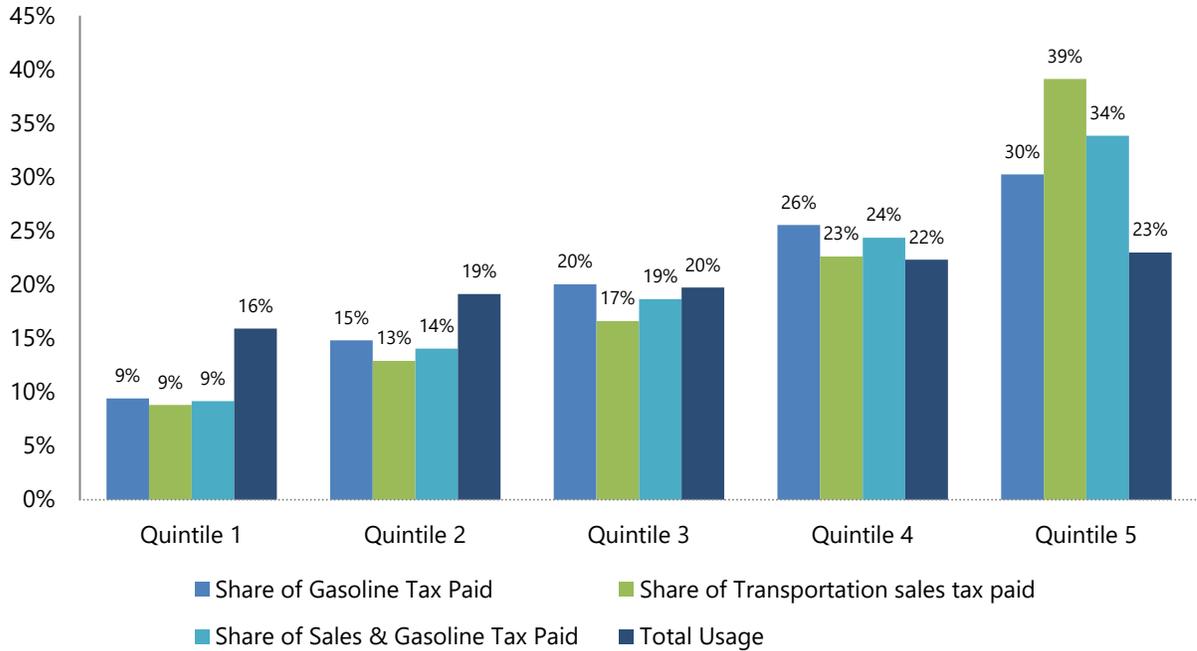
Source: National Household Travel Survey, 2017

Tax Burden

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

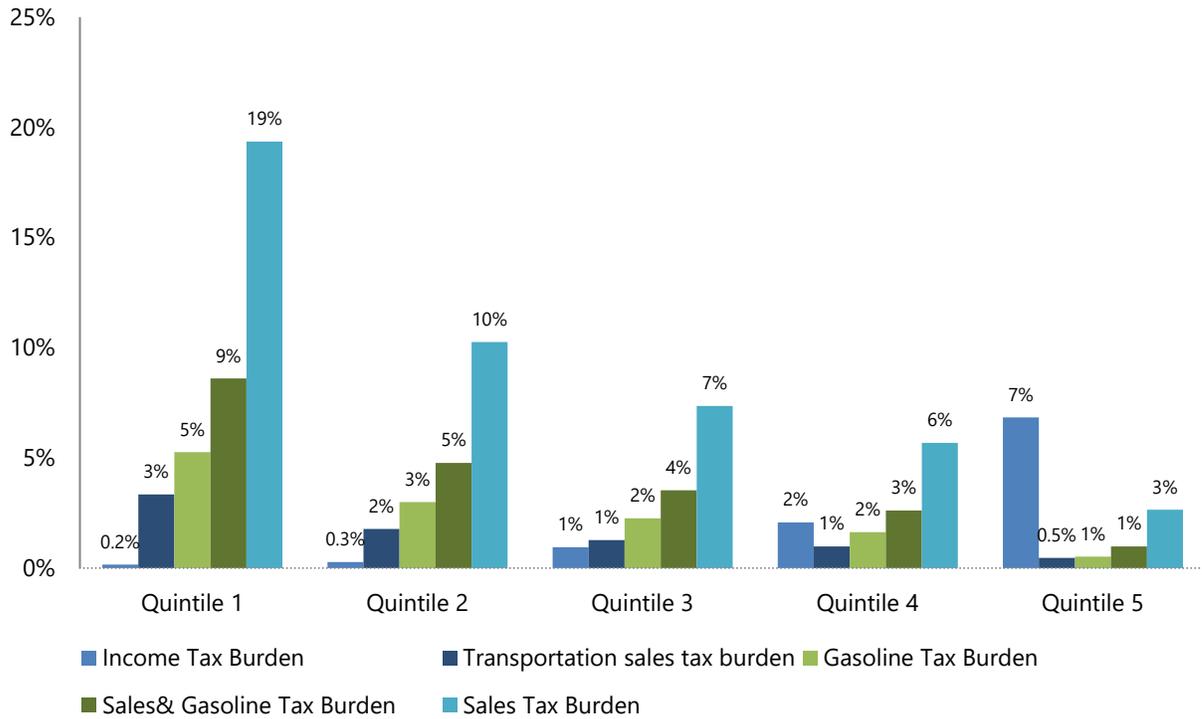
This portion of the 2020 analysis includes a comparative examination of the amount of taxes paid (sales tax, gasoline tax, and income tax) by the five respective income quintile groups and for each racial and ethnic group. Figures 1 and 2 indicate that taxes paid as a percent of each group’s adjusted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

FIGURE 1. TAXES PAID BY INCOME QUINTILE (2016)



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

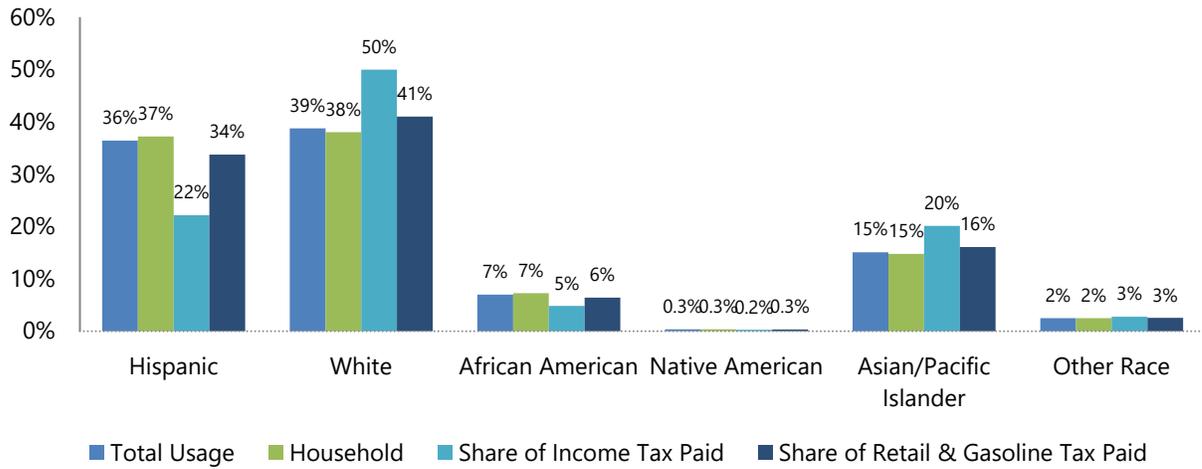
FIGURE 2. TAX BURDENS BY INCOME QUINTILE: INCOME, SALES, AND GASOLINE TAXES (2016)



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

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

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



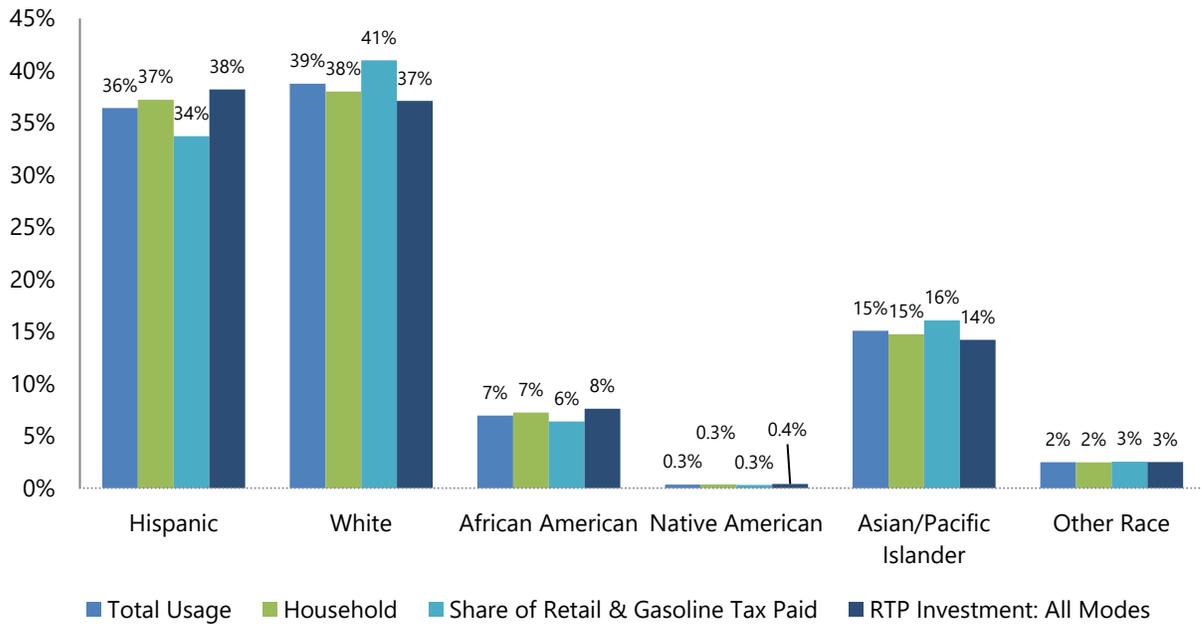
Source: Connect SoCal 2020 EJ Technical Report; FTB; 2016 California Taxable Sales, CDTFA

RTP Investment Allocation

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

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

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



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

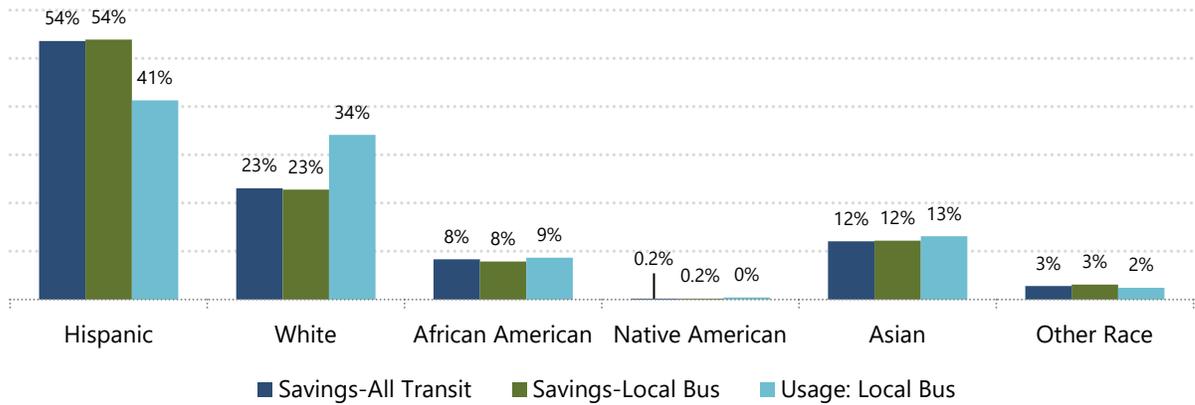
Mobility Benefits (Travel Time Savings)

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

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

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

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



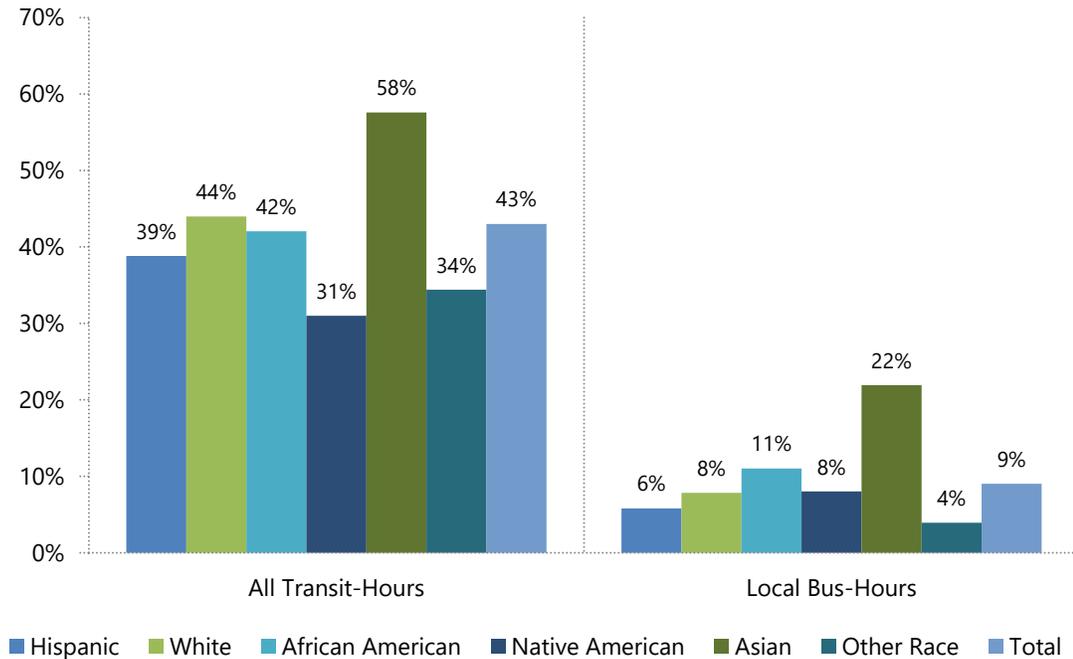
Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast; 2012 Household Travel Survey with 2016 Supplement

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

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

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

FIGURE 6. TRAVEL TIME IMPROVEMENT BY RACE/ETHNICITY



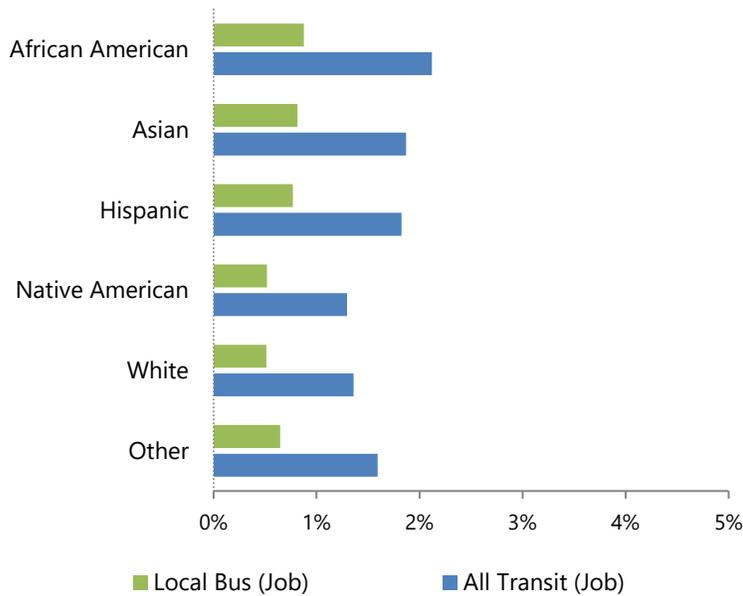
Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast

Accessibility Benefits (Access to Employment Opportunities)

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

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

FIGURE 7. ACCESS TO EMPLOYMENT OPPORTUNITIES (2016)

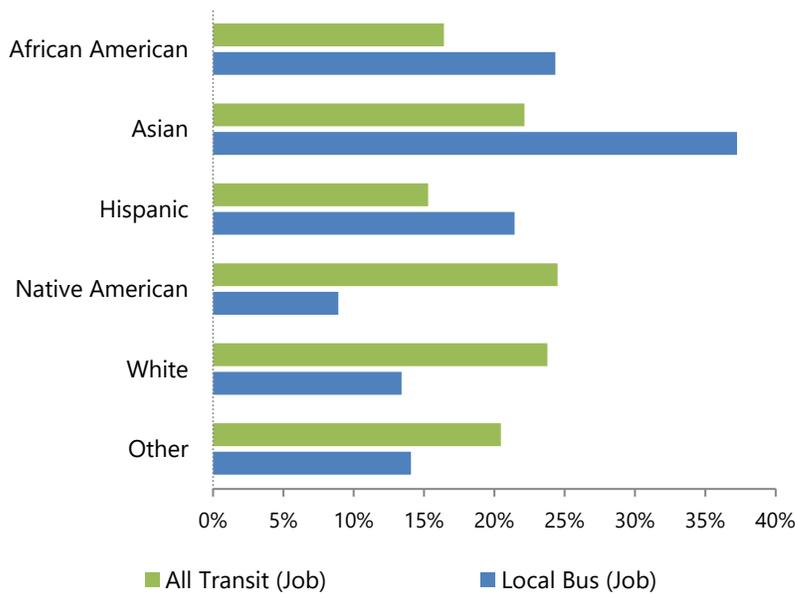


Source: Connect SoCal 2020 EJ Technical Report; SCAG Travel Demand Model and Socioeconomic Growth Forecast

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

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

FIGURE 8. ACCESSIBILITY IMPROVEMENT BY RACE/ETHNICITY



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

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

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

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

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

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

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

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

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

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

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

APPENDIX A

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI NON-DISCRIMINATION

POLICY STATEMENT

October XX, 2023

Title VI of the Civil Rights Act of 1964 states:

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

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

Kome Ajjise
Executive Director

APPENDIX B

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

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

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

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

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

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

如果你需要用另一種語言獲取此信息，請聯繫 (213) 236-1895.

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

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

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

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

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

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

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

《民權法》第六章公共通知南加州大都市協會

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

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

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

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

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

如果您需要將此通知翻譯成其他語言，請撥打（213）236-1895。

민권법 6장에 의거한 권리에 대한 공지 남캘리포니아정부연합 (SCAG)

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

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

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

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

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

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

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

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

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

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

APPENDIX C

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI COMPLAINT PROCEDURES

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

SCAG is committed to:

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

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

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

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

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

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

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

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

如果你需要用另一種語言獲取此信息，請聯繫 (213) 236-1895.

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

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

EXHIBIT 1 – SCAG TITLE VI COMPLAINT FORM

Name _____

Address _____

City _____ State _____ Zip Code _____

Home Telephone Number _____

Work Telephone Number _____

Email Address _____

Were you discriminated against because of:

Race Color National Origin Sex

Age Disability Other _____

1. Date of Alleged Incident: _____

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

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

Yes No

If yes, please check all that apply:

___ Federal Agency ___ Federal Court ___ State Agency

___ State Court ___ Local Agency

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

Name _____

Address _____

City, State Zip Code _____

Telephone Number _____

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

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

Name _____

Address _____

City, State Zip Code _____

Telephone Number _____

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

Signature _____

Date _____

Please mail or submit this form to:

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

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

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

SCAG se compromete a:

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

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

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

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

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

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

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

Nombre _____

Dirección _____

Ciudad _____ Estado _____ Zona Postal _____

Número de Teléfono del Hogar _____

Número de Teléfono del Trabajo _____

Correo electrónico _____

1. Lo discriminaron debido a:

- Raza Color Origen Nacional Sexo
 Edad Discapacidad Otro _____

2. Fecha del Supuesto Incidente: _____

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

4. ¿Ha presentado esta queja ante alguna otra agencia federal, estatal o local, o ante un tribunal federal o estatal?
 Sí No

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

___ Agencia Federal ___ Tribunal Federal ___ Agencia Estatal

___ Tribunal Estatal ___ Agencia Local

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

Nombre _____

Dirección _____

Ciudad, Estado y Zona Postal _____

Número de Teléfono del Hogar _____

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

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

Nombre _____

Dirección _____

Ciudad, Estado y Zona Postal _____

Número de Teléfono del Hogar _____

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

Firma _____

Fecha _____

Por favor envíe por correo o presente este formulario en:

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

南加州政府協會 (SCAG)

美國聯邦民權法案第六條(TITLE VI)投訴程序

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

南加州政府協會承諾：

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

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

Title VI投訴程序的實施流程如下：

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

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

如果需要另一種語言的信息，請聯繫 (213) 236-1895.

如果是，請在下面合適處打勾

_____ 聯邦機構 _____ 聯邦法院 _____ 州機構

_____ 州法院 _____ 當地機構

請提供關於您投訴的機構或者法院聯繫人的信息：

姓名 _____

地址 _____

城市、州和郵編 _____

電話 _____

5. 您是否願意在這次投訴中代表您自己？

是 否

如果否，請提供您代理人的信息姓名 _____

地址 _____

城市、州和郵編 _____

電話 _____

請在下方簽名。您可以提供任何書面材料或者其他您認為和投訴相關的材料。

簽名 _____ 日期 _____

請郵寄或者提交此表格到

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

남캘리포니아정부연합 (SCAG) 민권법 6장 불만 처리 과정

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

SCAG은 다음과 같은 사항을 보장하여야 합니다.

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

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

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

민권법 제6장과 관련한 불만 처리 절차는 다음과 같습니다.

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

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

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

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

부록 1 – SCAG 민권법 6장 불만 접수 양식

이름 _____

주소 _____

도시 _____ 주 _____ 우편번호 _____

자택전화번호 _____

직장전화번호 _____

이메일 주소 _____

1. 당신의 불만사항은 다음 중 어느 것에 해당합니까?

- 인종 피부색 국적 성별
 연령 장애 기타 _____

2. 사건이 발생한 날짜: _____

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

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

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

만약 맞다면, 해당 항목에 체크하여 주십시오.

_____ 연방정부기관 _____ 연방법원 _____ 주정부기관
 _____ 주법원 _____ 지방정부기관

불만사항을 접수한 기관 혹은 법원의 담당자 정보를 기재하여 주십시오.

이름 _____ 주소 _____

도시, 주, 우편번호 _____ 전화번호 _____

5. 신청자가 불만사항 접수자 본인입니까?
 네 아니오

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

이름 _____

주소 _____

도시, 주, 우편번호 _____

전화번호 _____

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

서명 _____ 날짜 _____

다음의 주소로 제출하여 주십시오:

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

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

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

SCAG cam kết:

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

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

Thủ tục khiếu nại Title VI như sau:

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

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

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

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

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

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

Họ Tên _____

Địa Chỉ _____

Thành Phố _____ Tiểu Bang _____ Zip Code _____

Số Điện Thoại Nhà _____

Số Điện Thoại Chỗ Làm _____

Địa Chỉ Email _____

1. Quý vị đã bị kỳ thị vì:

Chủng Tộc Màu Da Nguồn Gốc Quốc Gia Giới Tính

Tuổi Tác Khuyết Tật Lý Do Khác _____

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

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

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

Có Không

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

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

____ Tòa Án Liên Bang ____ Tòa Án Tiểu Bang

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

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

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

[] Có [] Không

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

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

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

Chữ Ký _____

Ngày _____

Xin vui lòng gửi hay nộp đơn này cho:

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

APPENDIX D

PUBLIC PARTICIPATION PLAN



2022 PUBLIC PARTICIPATION PLAN

ADOPTED APRIL 7, 2022



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THE SCAG REGION

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



WHAT IS SCAG?

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

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

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

WHY DOES SCAG HAVE A PUBLIC PARTICIPATION PLAN?

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

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

RACIAL EQUITY EARLY ACTION PLAN

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

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

COVID-19 AND PUBLIC PARTICIPATION

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

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

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

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

WHAT DOES SCAG HOPE TO ACHIEVE FROM PUBLIC ENGAGEMENT?

WHAT PRINCIPLES GUIDE SCAG’S OUTREACH?

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

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

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

WHAT LAWS GUIDE SCAG’S PUBLIC PARTICIPATION PROCESS?

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

FEDERAL REQUIREMENTS

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

STATE REQUIREMENTS

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

WHO PARTICIPATES IN SCAG'S PLANNING PROCESS?

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

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

PUBLIC

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

STAKEHOLDERS

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

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

HOW DO WE ENGAGE THE PUBLIC?

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

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

GENERAL PUBLIC PARTICIPATION APPROACH

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

PUBLIC MEETINGS AND EVENTS

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

PUBLIC MEETINGS AND EVENTS - METHODS

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

VISUALIZATION METHODS

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

PUBLIC SURVEY METHODS

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

COMMENTING METHODS

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

METHODS FOR COMMUNICATING AND MEANINGFULLY INTEGRATING PUBLIC AND STAKEHOLDER INPUT

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

PUBLIC PARTICIPATION OPPORTUNITIES

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

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

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

REGULAR MEETINGS

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

SCAG's Regional Council

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

SCAG's Policy Committees

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

Technical Advisory Committees and Working Groups

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

Special Public Meetings, Conferences and Forums

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

Workshops, Community Forums and Other Events

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

Targeted Communications

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

Local Jurisdiction Public Comments

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

HOW DO WE REACH OUT TO THE PUBLIC?

PUBLIC OUTREACH CHANNELS

DIGITAL CHANNELS

Website

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

Email

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

Social media

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

TARGETED MAILINGS/FLYERS

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

LOCAL MEDIA

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

INTERNET/ELECTRONIC ACCESS TO INFORMATION

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

TARGETED NOTIFICATIONS

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

METHODS FOR INVOLVING TRADITIONALLY UNDERSERVED/UNDERREPRESENTED COMMUNITIES

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

METHODS FOR INVOLVING LIMITED-ENGLISH PROFICIENT POPULATIONS

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

WHICH PROGRAMS HAVE ESTABLISHED PUBLIC PARTICIPATION PROCEDURES?

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

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

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

PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE RTP/SCS

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

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

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

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

ENVIRONMENTAL JUSTICE PROGRAM

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

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

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

REGIONAL HOUSING NEEDS ASSESSMENT

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

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

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

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

OVERALL WORK PROGRAM

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

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

WHY DOES SCAG EVALUATE PUBLIC PARTICIPATION ACTIVITIES?

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

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

Major survey results include:

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

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

WHAT DOES SCAG MEASURE?

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

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

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

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

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

HOW DOES SCAG DEFINE SUCCESS?

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

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

WHAT SHOULD YOU DO NOW?

FIND INFORMATION

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

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

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

STAY CONNECTED

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

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

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

SHARE INPUT

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

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

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

Regional Affairs Staff and Offices

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

LEGAL PUBLIC PARTICIPATION REQUIREMENTS

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

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

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

CONSULTATION REQUIREMENTS & ACTIVITIES

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

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

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

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

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

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

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

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

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

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

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

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

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

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

STATE PLANNING REQUIREMENTS

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

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

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

Interested Parties

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

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

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

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

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

REGIONAL COORDINATION AND INTERAGENCY CONSULTATION

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

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

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

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

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

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

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

PROGRAMS WITH ESTABLISHED PUBLIC PARTICIPATION PROCEDURES

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

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

UPDATING AND REVISING THE RTP/SCS

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

RTP/SCS Update

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

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

RTP/SCS Amendment

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

RTP/SCS Administrative Modification

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

2024 RTP/SCS Update Process and Schedule

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

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

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

CONGESTION MANAGEMENT PROCESS

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

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

PROGRAM ENVIRONMENTAL IMPACT REPORT

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

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

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

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

REGIONAL HOUSING NEEDS ASSESSMENT

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

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

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

1. FTIP Public Participation Process in the SCAG Region

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

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

a. Project Identification

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

b. Project Funding

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

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

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

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

c. County Transportation Improvement Program (TIP) Development

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

d. SCAG FTIP Development

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

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

e. FTA Program of Projects

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

f. SCAG FTIP Updates

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

2. Other FTIP Public Participation strategies, procedures and techniques

a. Enhance Website Capabilities:

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

b. Update Contact Databases and Advisory Groups:

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

c. Coordinate Outreach Efforts with other Stakeholder Organizations:

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

d. Conduct Public Hearings:

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

e. Maintain a Log of Outreach Efforts:

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

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

3. Annual Listing of Projects

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

4. FTIP Amendments

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

a. Category 1. Administrative Modification

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

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

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

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

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

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

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

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

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

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

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

FTIP AMENDMENT PROCEDURES

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

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

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

FTIP ADMINISTRATIVE MODIFICATION PROCEDURE

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

The following procedures apply to this delegation of authority:

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

ENVIRONMENTAL JUSTICE PROGRAM

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

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

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

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

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

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

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

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

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

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

OVERALL WORK PROGRAM

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

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

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

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

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

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

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





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APPENDIX E

LANGUAGE ASSISTANCE PLAN

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

SCAG is the largest Metropolitan Planning Organization in the nation, representing six counties – Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura – and 191 cities. The SCAG region covers 38,000 square miles and includes a population of nearly 19 million people, just under half of the total state population.

As a recipient of federal funds, SCAG follows federal guidance concerning recipients' responsibilities to limited English proficient (LEP) persons. Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as limited English proficient, or "LEP." SCAG's Language Assistance Plan for Limited English Proficient Populations is intended to guide the agency in the provision of meaningful access to its services, programs and activities by LEP persons. The plan considers the languages that are spoken in the region, which documents will be translated by the agency, special outreach methods, accommodations for oral language assistance, staff training and how SCAG will evaluate and improve its services to LEP persons.

In developing transportation plans, SCAG has employed numerous approaches to engage and seek input from traditionally underserved populations. This plan informs tactics outlined in SCAG's Public Participation Plan to engage the public in regional planning efforts. A full copy of the Public Participation Plan is included herein as **Appendix D** and can be found on SCAG's website at:

<https://scag.ca.gov/community-participation-public-participation-plan>

FOUR- FACTOR ANALYSIS OF LANGUAGE ASSISTANCE MEASURES

SCAG is required to ensure meaningful access to the benefits, services, and information regarding our programs and activities to individuals who are limited English proficient. SCAG has consulted the USDOT’s LEP Guidance and performed a four-factor analysis of LEP populations in the region and the agency’s level of interaction to determine the appropriate mix of services to offer. The four factors consider the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the SCAG’s programs.
2. The frequency with which LEP persons come in contact with SCAG’s programs, activities or services.
3. The nature and importance of the program, activity or service provided by SCAG to people’s lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

LEP POPULATIONS IN THE REGION

To identify LEP populations in the region, SCAG looked to the U.S. Census Bureau’s American Community Survey (ACS) 2021 Data Set1 using the criteria, “Language Spoken at Home, by Ability to Speak English, for Populations 5 Years and Older.” In reviewing the ACS data, SCAG has made the determination that any individual who indicated they do not speak English “very well” would be classified as LEP. Out of a total population of 17,631,468 persons (ages 5 years and older) in the SCAG region, approximately 19%, or 3,526,974 persons, were identified as LEP.

Spanish-speakers constituted the largest LEP group – 2,378,265 persons, or 12.7% of individuals in the SCAG region indicated that they did not speak English very well. Other large LEP populations in the region include Chinese, Vietnamese, and Korean speakers. The following table provides additional information, including LEP populations that meet the DOJ’s safe harbor threshold of 1,000 persons of the total LEP population eligible to be served.

To corroborate this data, SCAG looked to information from the 2000 Census and 2011-2015 American Community Survey data. Overall, LEP populations were higher in the 2000 Census figures, with 3,752,830 persons, or 24.6% of the total population ages 5 years and older who indicated they did not speak English very well. Over the 2011-2015 period, the share of LEP individuals decreased to 22%, and decreased to 19% in 2021. Mirroring a shift in regional immigration, the Spanish speaking share of the region’s LEP population decreased slightly from 70.0% to 67.4% while the Chinese speaking share increased from 7.5% to 8.7%.

1 Note: Imperial County data is unavailable for 1-year ACS and 5-year ACS estimates after 2015. The shares of English speaking only and Spanish speaking people from the 2011-2015 ACS 5-year estimates were joined to the 2021 1-year ACS population (5 years and older) estimates. The rest of the language categories accounted for 1.7% in the 2011-2015 ACS 5-year sample and were not joined to the 2021 data due to change in the surveyed categories.

LEP POPULATIONS IN THE SCAG REGION

| LANGUAGE | TOTAL LEP PERSONS | % OF SCAG REGION LEP POPULATION | % OF TOTAL SCAG POPULATION |
|--|-------------------|---------------------------------|----------------------------|
| Spanish | 2,378,265 | 67.43% | 12.74% |
| Chinese (Incl. Mandarin, Cantonese) | 307,019 | 8.70% | 1.64% |
| Vietnamese | 173,827 | 4.93% | 0.93% |
| Korean | 142,982 | 4.05% | 0.77% |
| Tagalog (Incl. Filipino) | 111,304 | 3.16% | 0.60% |
| Armenian | 83,108 | 2.36% | 0.45% |
| Persian (Incl. Farsi, Dari) | 46,236 | 1.31% | 0.25% |
| Arabic | 39,020 | 1.11% | 0.21% |
| Japanese | 34,080 | 0.97% | 0.18% |
| Russian | 30,046 | 0.85% | 0.16% |
| Ilocano, Samoan, Hawaiian, or other Austronesian Languages | 22,297 | 0.63% | 0.12% |
| Khmer | 18,935 | 0.54% | 0.10% |
| Thai, Lao, or other Tai-Kadai Languages | 16,754 | 0.48% | 0.09% |
| Other Languages of Asia | 11,881 | 0.34% | 0.06% |
| Portuguese | 8,366 | 0.24% | 0.04% |
| Other Indo-European Languages | 8,315 | 0.24% | 0.04% |
| Punjabi | 8,253 | 0.23% | 0.04% |
| Gujarati | 7,324 | 0.21% | 0.04% |
| French (Incl. Cajun) | 7,192 | 0.20% | 0.04% |
| Hindi | 7,173 | 0.20% | 0.04% |
| Other and Unspecified Languages | 7,106 | 0.20% | 0.04% |
| Bengali | 5,832 | 0.17% | 0.03% |
| Urdu | 5,427 | 0.15% | 0.03% |
| Yoruba, Twi, Igbo, or other Languages of Western Africa | 5,414 | 0.15% | 0.03% |

| LANGUAGE | TOTAL LEP PERSONS | % OF SCAG REGION LEP POPULATION | % OF TOTAL SCAG POPULATION |
|---|-------------------|---------------------------------|----------------------------|
| Amharic, Somali, or other Afro-Asiatic Languages | 5,410 | 0.15% | 0.03% |
| Hebrew | 5,349 | 0.15% | 0.03% |
| Nepali, Marathi, or other Indic Languages | 4,491 | 0.13% | 0.02% |
| German | 4,371 | 0.12% | 0.02% |
| Italian | 4,367 | 0.12% | 0.02% |
| Ukrainian or other Slavic Languages | 2,639 | 0.07% | 0.01% |
| Polish | 2,125 | 0.06% | 0.01% |
| Serbo-Croatian | 2,067 | 0.06% | 0.01% |
| Swahili or other Languages of Central, Eastern, And Southern Africa | 1,705 | 0.05% | 0.01% |
| Telugu | 1,693 | 0.05% | 0.01% |
| Greek | 1,396 | 0.04% | 0.01% |
| Hmong | 1,292 | 0.04% | 0.01% |
| Haitian | 1,035 | 0.03% | 0.01% |
| Yiddish, Pennsylvania Dutch or other West Germanic Languages | 1,031 | 0.03% | 0.01% |
| Malayalam, Kannada, or other Dravidian Languages | 784 | 0.02% | 0.00% |
| Tamil | 764 | 0.02% | 0.00% |
| Other Native Languages of North America | 209 | 0.01% | 0.00% |
| Navajo | 90 | 0.00% | 0.00% |

FREQUENCY OF INTERACTION

In the past, SCAG’s LEP Program focused on four major activities, which included:

- Providing interpreters available at meetings and workshops, with 72-hour advance notice for requests
- Translating selected documents into Spanish, Chinese, Korean and Vietnamese and making these documents available for download on the agency’s website
- Working with specialty outreach consultants to engage with the LEP and minority communities for the development of the Regional Transportation Plan/Sustainable Communities Strategy
- Distributing notices of availability and press releases to print, radio and broadcast media serving in-language preferred communities

To better assess its LEP program, the agency continues to monitor staff’s frequency of interaction with LEP communities, including when SCAG receives phone calls from non-English speakers, and when language interpretation at public meetings is requested.

SCAG has largely relied on bilingual staff members to assist in our LEP efforts. The aforementioned phone calls by non-English speakers were requests for information, and bilingual staff from SCAG was able to address the caller’s needs. In the few cases where interpreters were needed at public meetings, SCAG’s bilingual staff was able to accommodate the non-English speaker(s). SCAG also receives visiting delegations, and bilingual staff members have been able to assist in working with these groups.

In conducting outreach for past cycles of the Regional Transportation Plan/Sustainable Communities Strategy, SCAG translated several key documents and made them available on the agency website.

THE IMPORTANCE OF SCAG’S PROGRAMS TO LEP POPULATIONS

As the Metropolitan Planning Organization for the region, SCAG represents six counties, including 191 cities and nearly 19 million residents. The agency develops long-range regional transportation plans as well as sustainable communities strategies, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG does not implement projects, so the agency works with partners at the County Transportation Commissions and local jurisdictions to develop plans in a “bottom-up” process. The agency follows this process to provide local and county jurisdictions with a greater voice in determining their priorities.

SCAG’s planning activities have the potential to impact every person in the region and SCAG seeks to provide reasonable opportunities for interested parties to comment or provide input on these activities. SCAG evaluates the planning activity at hand, whether it be a planning study or a demonstration project, and assesses what level of public engagement would be the most effective. SCAG’s Public Participation Plan outlines some of the strategies used to engage LEP populations, in particular those living in rural and environmental justice communities.

RESOURCES FOR LEP OUTREACH

As listed in the Language Assistance Plan portion of this document, SCAG translates vital documents, makes available interpreters or translation services at public meetings upon request and conducts outreach to ethnic media. Outside of its main headquarters in downtown Los Angeles, SCAG maintains regional offices in the other five counties, including: Imperial, Orange, Riverside, San Bernardino and Ventura. These offices are each staffed by a liaison that provides outreach to member cities and other agencies. They play an important role in SCAG's overall public outreach efforts by working with local agencies to identify stakeholder groups that may be interested in participating in regional planning.

In addition to SCAG staff resources, budget is allocated each year to contracts with outside consultants to provide translation services.

CONCLUSION

Given the size and diversity of the SCAG region, SCAG's frequency and type of interaction with LEP persons, and the resources available, SCAG determined that the agency prioritizes access to information and translation of vital documents in the four most frequently spoken languages in the region other than English – which are Spanish, Chinese, Korean and Vietnamese. Provided that it has the resources to do so, SCAG will also, upon request, translate documents and provide interpretation services in other languages upon request.

SCAG'S LANGUAGE ASSISTANCE PLAN FOR LEP POPULATIONS

Based on the results of the four-factor analysis, SCAG has prepared a Language Assistance Plan, utilizing a broad range of tools to engage LEP populations and provide staff procedures for providing assistance.

TRANSLATION OF VITAL AND NON-VITAL DOCUMENTS

To achieve compliance with U.S. DOT guidelines, SCAG has taken into consideration the Safe Harbor Provision of the FTA Title VI Circular (4702.1B) in developing its policy on translating documents:

"DOT has adopted DOJ's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost."

SCAG's four-factor analysis reveals more than 30 languages that are spoken by more than 1,000 LEP persons in the SCAG six-county region. Spanish-speaking LEP persons are the largest group, representing 67.43% of the total LEP population, followed by Chinese (8.7%), Vietnamese (4.92%), Korean (4.39%), Tagalog (3.16%) and Armenian (2.36%). There is no other language that exceeds two percent of the LEP population share.

Upon review of the four-factor analysis, SCAG determined that the agency will translate documents considered "vital" into the four most frequently spoken languages other than English – Spanish, Chinese, Vietnamese and Korean. These vital documents include:

- Notices of availability
- Display ads in ethnic newspapers
- Public hearing/meeting notices with information on free language assistance services
- Title VI complaint form
- Notice of a person's rights under Title VI

The Agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other non-vital documents – such as long-range plans (in their entirety), executive summaries of plans or fact sheets as well as flyers and announcements into Spanish, Chinese, Vietnamese or Korean. Where possible, SCAG will provide translated information directing to available translation resources in all languages encompassing more than 1% of the SCAG region's LEP population.

With regard to translating vital and non-vital documents into other languages, SCAG is committed to providing reasonable access to all individuals and complying with the DOT’s Safe Harbor Provision. Subject to available resources, SCAG will provide translations of the agency’s vital – and non-vital documents on a case-by-case basis – by request. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

INTERPRETING AND ORAL LANGUAGE ASSISTANCE

SCAG will provide interpreting assistance at its public meetings and workshops with, at minimum, a 72-hour advance notice. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

SCAG relies on a contracted firm to meet most of its interpreting and translation needs. To support these projects, SCAG also often enlists the help of bilingual staff for quality control purposes. These staff members are fluent in English and Spanish, Chinese, Korean or Vietnamese, and are well versed in planning terminology and concepts.

SCAG’s contracted translation service maintains a roster of certified and/or qualified interpreters who are utilized on an as-needed basis. Interpreters will need to assess the reading level of the audience and speak to the target language group’s vocabulary, phrases and/or dialects. Interpreters and translation services must also demonstrate proficiency in both English and the other language, as well as accurately communicate specialized terms or concepts in regional planning.

OUTREACH AND MEDIA ENGAGEMENT

When engaging the public on its long-range plans and programs, SCAG has used traditional media outlets (print, radio and television) to spread information – and this applies to LEP populations as well. SCAG sends press releases and public meeting announcements to local ethnic media, and purchases display ads for public hearing notices in Chinese, Korean, Spanish and Vietnamese language newspapers serving the region, when possible.

As outlined in the Public Participation Plan, SCAG will outreach to local organizations to engage those who are traditionally uninvolved or under-involved in the planning process, including rural and economically disadvantaged LEP populations. SCAG will provide in-language group presentations upon request towards this effort. Group in-language presentations may be requested by emailing contactus@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

USE OF BILINGUAL STAFF

All front-line SCAG staff are provided with the LEP Plan and educated on procedures and services available. To assist in identifying LEP individuals who need language assistance, SCAG will utilize the U.S. Census Bureau’s “I Speak” language identification list. The list translates “Mark this box if you read or speak [language name]” into 38 different languages and will be an effective tool at SCAG’s reception desk, public meeting rooms and regional offices.

As mentioned previously, SCAG relies on a core group of volunteer bilingual staff to assist in providing live interpreting and consultant translation review. Special steps are taken during regular and special board meetings. Bilingual staff who volunteer to serve as interpreters and translators are on hand to assist with language interpretation, during the public comment portion of the meetings. For public hearings and workshops required by law, the bilingual staff is briefed on the content of any presentation and has access to additional resources with which to reference. Finally, the bilingual staff is provided information on the following topics:

- Understanding the Title VI LEP responsibilities
- What language assistance services SCAG offers
- Frequently used planning terms and their translated equivalents
- Use of LEP “I Speak Cards”
- How to access a staff interpreter
- Documentation of language assistance requests
- How to handle a complaint

MONITORING AND EVALUATING THE PLAN

Ensuring fair and equal access to information is a priority for SCAG. SCAG will institute a formal procedure to document the frequency with which LEP persons who encounter agency staff, programs, or download translated documents available on the website, in addition to the nature of the interaction (i.e. an information request, request to translate new documents, etc.).

When performing public outreach or at public hearings, SCAG will distribute a survey for LEP participants to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed.

SCAG will assess and evaluate its Language Assistance Plan as required. This will allow the agency to determine if there are sufficient resources (such as staff, technology and funding) to meet potential needs in advance of planned public outreach activities.

APPENDIX F

RESOLUTION

[TO BE INSERTED UPON REGIONAL COUNCIL APPROVAL]



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MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, JUNE 29, 2022 – FRIDAY, JUNE 30, 2022

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its annual retreat meeting at the Doubletree by Hilton Buena Park, 7000 Beach Boulevard, Buena Park, CA 90620. A quorum was present.

THURSDAY, JUNE 29, 2023

Members Present

| | | |
|--|----------------------------|-----------------------------|
| Hon. Art Brown, President | <i>Buena Park</i> | District 21 |
| Sup. Curt Hagman, 1st Vice President | | San Bernadino County |
| Hon. Cindy Allen, 2nd Vice President | Long Beach | District 30 |
| Hon. Jan Harnik, Imm. Past President | | RCTC |
| Hon. Frank Yokoyama, Chair, CEHD | <i>Cerritos</i> | District 23 |
| Hon. David J. Shapiro, Vice Chair, CEHD | <i>Calabasas</i> | District 44 |
| Hon. Deborah Robertson, Chair, EEC | <i>Rialto</i> | District 8 |
| Hon. Tim Sandoval, Chair, TC | <i>Pomona</i> | District 38 |
| Hon. Mike Judge, Vice Chair, TC | | VCTC |
| Hon. Patricia Lock Dawson, Chair, LCMC | <i>Riverside</i> | District 68 |
| Hon. Jose Luis Solache, Vice Chair, LCMC | <i>Lynwood</i> | District 26 |
| Hon. Marshall Goodman, President’s Appt. | <i>La Palma</i> | District 18 |
| Hon. Clint Lorimore, President’s Appt. | <i>Eastvale</i> | District 4 |
| Hon. Andrew Masiel, Sr. | <i>Pechanga Dev. Corp.</i> | TGRP Representative |
| Hon. Lucy Dunn | | Business Representative |

Members Not Present

| | | |
|---------------------------------------|---------------------|-----------------|
| Hon. Larry McCallon, President’s Appt | <i>Air District</i> | District 7 |
| Hon. Tim McOsker, President’s Appt | <i>Los Angeles</i> | District 62 |
| Hon. Luis Plancarte, Vice Chair, EEC | | Imperial County |

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Michael Houston, Chief Counsel/Director of Legal Services

Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Art Brown called the meeting to order at 12:28 p.m. President Brown called on TC Vice Chair Mike Judge, VCTC, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

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

The Clerk acknowledged there no written public comments for items not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

INFORMATION/DISCUSSION ITEMS**1. Welcome, Opening Remarks, Introductions, Agenda Review and Expectations**

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

President Brown provided opening remarks and had EAC members and staff introduce themselves.

Bill Higgins, Executive Director of the California Association of Council of Governments, conducted a transportation trivia session.

2. SCAG 101: Overview of Organization

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

Darin Chidsey, Chief Operating Officer provided an overview of the organization which included a review of the SCAG region, vision, mission, core values, primary roles and responsibilities, strategic plan goals, Executive Team Organizational Chart, agency budget and overall workplan, four-year budget, staffing history, and FY 2022-2023 accomplishments, recognitions, and awards.

3. EAC Work Plan and Connect SoCal 2024 Update

There were no public comments speakers for Item No. 3.

Kome Ajise, Executive Director, noted that it had become a tradition for them to do an EAC work plan in which they took time to establish a thought process for what could get done in a year. He indicated that they were going to talk about the Strategic Plan and updating that plan. He explained that they wanted the plan to be actionable in the Presidents term with measurable objectives which would end in the year in review of what they had accomplished during the President's term. He called upon Sarah Jepson, Chief Planning Officer, who would present on the Committee Outlooks that would come through the Policy Committees, EAC and the Regional Council.

Ms. Jepson's presentation included a review of the EAC work plan and the major priorities in the plan that had been carried forward from previous plans, major accomplishments they had from last year on the objectives that support the priorities, and an outline for a starting set of objectives for this fiscal year to hopefully get their ideas and priorities for the coming year. She noted the EAC work plan milestones would be to review and confirm the priorities for the fiscal year in June; that in October the EAC work plan would be adopted to guide them in their policy discussions with the chairs; that in January staff would provide a progress update; and in May they would have the President's Report Year in Review which highlights the accomplishments. The focus of her discussion was around four priority areas in the strategic workplan which were: 1) Regional Policy Development – Regional Plan Update; 2) Leadership in Resource Development; 3) Legislative Action; and 4) Technology and Innovation.

As noted above, she provided an update on accomplishments for FY2023 and the objectives for FY2024 for each of the four priority areas.

With respect to Priority 1 (Regional Policy Development – Regional Plan Update), various members shared their thoughts on what SCAG could look into as part of the workplan. Some ideas included having a continued focus on and support of subregional partnerships, recognizing the importance of how they align across city boundaries and ways that SCAG can support this through their guidance, sharing some best practices and things that have been successful in the communities they serve, having a focus around new technologies and making sure that its brought into the conversation around how they work together effectively, and having a continued focus on intersectional issues, specifically housing and how they continue to think about the overall infrastructure and systems that need to be in place to support this.

With respect to Priority 2 (Leadership in Resource Development), it was suggested that SCAG staff visit the Council of Governments to provide an update on what SCAG is doing. It was also suggested that members visit their cities to provide SCAG updates and that having SCAG videos could help to share the message.

Javiera Cartagena, Chief Government Affairs Officer, addressed Priority 3 (Legislative Action) and provided a brief overview of the fiscal year accomplishments which included identifying, developing and executing many advocacy opportunities to advance the Regional Council's legislative and budgetary priorities; supporting the SCAG region members and partners with funding opportunities that support the implementation of Connect SoCal; expanding outreach efforts to increase awareness of grant opportunities; providing regional leadership on protecting investments new to the states multimodal transportation network; elevating issues in their 2023 Sacramento Summit; and providing oversight for a regional stakeholder engagement process to gain feedback on meaningful RHNA reform. She noted that the objectives they would be focusing on FY24 were to provide: 1) regional leadership on important transportation policy and budgetary issues; 2) regional leadership and support for permit streamlining initiatives; and 3) regional leadership on substantive RHNA reform, including the identification of specific principles from SCAG's RHNA outreach efforts.

With respect to Priority 3 (Legislative Action), various members shared their thoughts on the importance of strong coalition building with the business community, cities, and other regions to better align messaging. It was also expressed that SCAG needed to be responsive to legislation in addressing issues that affect the region, as well as play a leadership role by sponsoring legislation.

With respect to Priority 4 (Technology and Innovation), various members shared their concerns about artificial intelligence (AI) and suggested that it be added to the objectives. Members also suggested talking with the business community to better understand what is going on with AI, being informed early in the process so that they as regional leaders can work on suggestions for their public works staff, and protection against cybersecurity and breaches.

Ms. Jepson's presentation also included a brief recap of what had been done to date on Connect SoCal and the steps moving forward as they approach the release of the draft plan in the fall and adoption in the spring. She noted that they had worked with the members to develop the draft goals and vision for the plan; they developed the draft performance measures to evaluate how they were achieving those goals and vision; spent time on their local data exchange; met with their 191 cities and six counties to get the key data elements that would be part of updating their plan; had received all the project lists from the County Transportation Commissions that would become part of their plan; had worked with the Air Resources Control Board to determine whether the plan met its greenhouse gas reduction targets; worked on many policy issues with the Policy Committees and Subcommittees (Racial Equity and Regional Planning, Resilience and Conservation and Next Generation Infrastructure); and completed the public outreach process. Her presentation also included information on the growth vision elements of the plan which helps SCAG determine how much the region's population, households and jobs will grow by 2050 as well as where that growth will occur. She also provided a brief overview of the regional forecast and county-level growth forecast and noted some key-take aways which indicated that household growth was accelerating, growth was focused on priority development areas, and local plans were moving the region in the right direction. She further clarified that the Local Date Exchange highlighted that the General Plan and anticipated growth was in alignment with Connect SoCal Regional Planning Policies. She also highlighted that more than \$15 million in planning grants were awarded through the 2020 Sustainable Communities Program (SCS), that \$47 million in REAP 1 funding was awarded to support housing element development, and that they were at the cusp of being awarded \$246 million in REAP 2 funding planned to support housing, mobility and SCS implementation.

Annie Nam, Deputy Director of Planning, provided an overview of the financial plan element Connect SoCal. She noted that under federal law the Regional Transportation Plan (RTP) must include a financial plan element encompassing a minimum 20-year planning horizon and they were required to identify how much funding would be needed to build out their capital improvement projects, operate and maintain the existing transportation system, and demonstrate that there is a balance between revenues and the costs. Her presentation also included some of the issues impacting their core revenues like local sales taxes that are affected by economic conditions, excess gas sales taxes, escalating transportation costs, operation and maintenance costs, and the need to encompass resilience cost across the transportation system. She also addressed the guiding principles to identify new revenue sources. Lastly, she provided historical context on pricing in the SCAG region.

Members shared their thoughts over the increased cost and environmental regulations, advocating for policy change and sources of income, the competition of raw materials, making public transportation a priority, developing legislation to incentivize cities to encourage public transit, eliminating the building of freeways, teaching the public how to use transit, pushing back on the

state as they move forward in the development of their new plans, and shifting public perception about public transit.

Lastly, Ms. Jepson noted that the Connect SoCal 2024 plan carried forward many strategies from the past, was more approachable to people and digestible because it can be extremely technical, included consolidation of all the regional planning policies and a set of implementation strategies, and included technical reports on housing and tourism.

4. District Evaluation Process

There were no public comments speakers for Item No. 4.

Michael Houston, Chief Counsel/Director of Legal Services, provided a brief overview of the district evaluation process that is required to occur every five years per the Bylaws. He noted that the goal was to discuss this item and get input and direction from the EAC on the process that staff was proposing to work through. His presentation included information on the Bylaws requirements, background on past district evaluation processes, the Department of Finance city population data, district population target and deviation, and stakeholder and subregional Council of Governments (COG) input. He also noted that the preliminary observation they could make was that population change between 2018 and 2023 did not itself warrant changing the current Regional Council District boundaries, nor did it necessarily lend to the addition of Regional Council Districts. His presentation also included the process that staff was proposing. Essentially to begin with a presidential appointment of a subcommittee with regional representation and for the subcommittee to consider a variety of topics: population target size, population shifts, geographic communities of interest, whether to add regional council seats, and requests to create new single-city district. He noted that next steps would be the appointment of a subcommittee, to have the subcommittee meet (one or two meetings), have recommendations developed by the subcommittee, and present to the Regional Council.

SCAG staff responded to comments and questions expressed by members including comments regarding population data, number of residents in the SCAG region, the objective of having more or less [single cities] on SCAG, how it furthers the goals as an organization, and keeping the current membership size.

5. Proposed Regional Council Policy Manual Amendments

Michael Houston, Chief Counsel/Director of Legal Services, provided a brief overview of the proposed Regional Council Policy Manual (RCPM) amendments and noted that they would have a deeper discussion the following day. He indicated they would discuss the following items: eligible

participants for no confidence votes in multi city districts, teleconferencing for district elections, a complaint process for the Code of Conduct that's in the RCPM, and updates to the stipend policy.

ADJOURNMENT

There being no further business, President Brown adjourned the EAC Retreat of the Executive Administration Committee at 4:52 p.m. to Friday, June 30, 2023 at 8:00 a.m.

FRIDAY, JUNE 30, 2023

Members Present

| | | |
|--|----------------------------|-----------------------------|
| Hon. Art Brown, President | <i>Buena Park</i> | District 21 |
| Sup. Curt Hagman, 1st Vice President | | San Bernadino County |
| Hon. Cindy Allen, 2nd Vice President | Long Beach | District 30 |
| Hon. Jan Harnik, Imm. Past President | | RCTC |
| Hon. Frank Yokoyama, Chair, CEHD | <i>Cerritos</i> | District 23 |
| Hon. David J. Shapiro, Vice Chair, CEHD | <i>Calabasas</i> | District 44 |
| Hon. Deborah Robertson, Chair, EEC | <i>Rialto</i> | District 8 |
| Hon. Mike Judge, Vice Chair, TC | | VCTC |
| Hon. Patricia Lock Dawson, Chair, LCMC | <i>Riverside</i> | District 68 |
| Hon. Marshall Goodman, President's Appt. | <i>La Palma</i> | District 18 |
| Hon. Clint Lorimore, President's Appt. | <i>Eastvale</i> | District 4 |
| Hon. Andrew Masiel, Sr. | <i>Pechanga Dev. Corp.</i> | TGRP Representative |
| Hon. Lucy Dunn | | Business Representative |

Members Not Present

| | | |
|--|---------------------|-----------------|
| Hon. Larry McCallon, President's Appt | <i>Air District</i> | District 7 |
| Hon. Tim McOsker, President's Appt | <i>Los Angeles</i> | District 62 |
| Hon. Luis Plancarte, Vice Chair, EEC | | Imperial County |
| Hon. Tim Sandoval, Chair, TC | <i>Pomona</i> | District 38 |
| Hon. Jose Luis Solache, Vice Chair, LCMC | <i>Lynwood</i> | District 26 |

Staff Present

Kome Ajise, Executive Director
 Darin Chidsey, Chief Operating Officer
 Debbie Dillon, Chief Strategy Officer
 Cindy Giraldo, Chief Financial Officer
 Sarah Jepson, Chief Planning Officer
 Javiera Cartagena, Chief Government and Public Affairs Officer
 Carmen Flores, Chief Human Resources Officer
 Michael Houston, Chief Counsel/Director of Legal Services

Jeffery Elder, Senior Deputy Legal Counsel
Richard Lam, Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Art Brown called the meeting to order at 8:29 a.m.

INFORMATION/DISCUSSION ITEMS

1. Recap on Day 1

Kome Ajise, Executive Director, provided a brief recap of discussions from the previous day related to Connect SoCal, the EAC Work Plan and District Evaluation process.

Continuation of Item Number 5: Proposed Regional Council Policy Manual Amendments

There were no public comments speakers for Item No. 5.

Richard Lam, Deputy Legal Counsel, provided a presentation on eligible participants for no confidence votes in a multi-city district. He noted that the RCPM currently states that all city council members can cast a vote which would create an unequal number of voters in situations where cities have more than five members. He explained that the proposed amendment to the RCPM would provide that a maximum of five council members from each city may participate in a no confidence vote and that the purpose was to provide parity in the process to eject a member and the process to elect a member.

Mr. Chidsey also noted that the reduction to five eligible members happened a few years back unfortunately the language was not cleaned up which is why there was the inconsistency in the RCMP.

There was no objection by members on the suggested change to the RCPM which was to amend the policy to provide that a maximum of five council members from each city may participate in a no confidence vote.

Mr. Lam presented the second revision to the RCMP related to teleconferencing for district elections. He noted that there was an inconsistency in the RCPM that indicated that teleconferencing was not allowed in multi-city district elections and that the appendix indicated that it was allowed. He explained that it was a simple change that they wanted to make consistent

and that the proposed change would say that teleconferencing was not allowed unless authorized by the President. He indicated that this would provide flexibility and would encourage in person participation.

There was no objection by members on the suggested change to the RCMP which was to amend the policy to prohibit teleconferencing unless authorized by the President.

Mr. Houston presented the third revision to the RCMP related to the Code of Conduct complaint process. He provided background information and noted that Article II of the RCMP contemplates a process for complaints alleging violations of the Code of Conduct in Article I; that the Code of Conduct in Article I applies only to SCAG representatives; that it identifies a set of prohibited conduct into two basic categories, one being prohibited by law (for instance discrimination, retaliation, harassment) and the other not prohibited by law but reflects norms considered to be unethical or unprofessional; and that the Code of Conduct was last amended in 2018. He also noted that there were some nuances to be consider like: 1) SCAG representatives hold office by different procedures (appointment vs. election), which can affect remedies available; and 2) a complaint could involve non-SCAG representatives or non-public officials who may have privacy rights. He explained that the goal in developing the amendment was to provide a concise and flexible process to address different types of complaints in a manner that was responsive to the complaint, was considerate in exercising due diligence, was respectful of the due process and party's rights to an investigative process and was flexible to address complaints based on the nature of the complaint being made. He further explained that the proposed amendment was as follows: 1) if a complaint was received, the Executive Director would review the complaint and conduct an initial inquiry to determine if an investigation was warranted, in consultation with legal counsel or internal counsel depending on the circumstances; 2) if an investigation were deemed to be necessary or warranted, it would be conducted by a neutral third party in compliance with the law; 3) confidentiality and privacy would be considered during the review and investigation for integrity of the process, and subject to applicable law; 4) the result of an initial inquiry or an investigation may be shared with the president or in the event that the President were the subject of an investigation with the next officer in line; and 5) determine what further action, if any, can or should be taken that could include further reporting to SCAG governing bodies for review or action.

Staff addressed questions and comments from members about who should be informed about the result of an initial inquiry or an investigation. It was also suggested that the language be change from may be shared with President to shall be shared with the President or the succeeding officer if the President is the person being investigated. Members where in support of the proposed policy with the suggested change.

Mr. Houston presented the fourth revision to the RCMP related to stipends. He provided background information noting that Regional Council members and other committee members

received a stipend of \$120 for attendance at various SCAG events and meetings and that in February an audit report which reviewed stipend payments was presented to the Audit Committee and found that SCAG's process generally complied with policies as well as made recommendations to streamline stipend payments. He further noted that Audit Committee members requested staff review the current stipend amount. He explained that the current stipends provisions were that Regional Council members and officers received \$120 per meeting, that Regional Council members were entitled to six stipends a month, with two additional stipends per month available by Presidential approval, that Vice Presidents were allowed nine stipends per month and the President 12, and that any stipends in excess of that were subject to Regional Council approval. He further explained that for non-Regional Council members who served on policy committees and other SCAG bodies that there was a stipend eligibility for their attendance at those meetings or at other meetings that may be requested by the President or Executive Director, and that stipends were limited to four stipends per month. He noted that in developing some options for discussion and consideration they wanted to flag a couple of the goals to consider which were to encourage engagement by the members; that the amount to be paid be fair and proportionate; to ensure that payment was timely; that the process for doing so could be efficiently administered; and identify savings through efficiency. He provided a list of the options that were being recommended by staff as follows: Option 1 was to update the stipend from \$120 to \$135 per meeting which was in a range comparable with other agencies and considered the diminishing purchasing power in recent years; Option 2 was to remove "SCAG Clerked" legislative body meetings from numerical stipend limits so they could be paid immediately as soon as attendance sheets were submitted and to cap "Non-SCAG Clerked Events" to the limits already listed in the RCPM; and Option 3 was that stipend requests for "Non-SCAG Clerked Events" be submitted not later than 30 days following the end of the month in which the event was attended. He also noted that there was a fourth option that they were not recommending which was to replace the per meeting stipends with a flat amount. He explained that this fourth option did not encourage engagement and could arguably not be quite as transparent.

Staff addressed questions and comments from members about the suggested stipend amount and the budget impact. Members also suggested the following: 1) adding language to the RCPM that the stipend policy be reviewed every five years; 2) that the 30-day submittal deadline for "Non-SCAG Clerked Events" be changed to 45 days; and to increase the stipend amount to \$150. A majority of members were in support of increasing the stipend amount to \$150. Additionally, members were in support of the proposed policy with the other suggested changes.

2. Strategic Plan Update

(Kome Ajise, Executive Director, Debbie Dillon, Chief Strategy Officer, and Loree Goffigon, Performance Works)

Mr. Higgins provided brief comments about regional governance, mission control and SCAG's emerging role. He also highlighted SCAG's role as a metropolitan planning organization and as a council of governments and noted that effective regional governance was essential for local control.

Mr. Ajise provided brief comments on what the strategic plan was intended to do, the need to clarify their strategic focus, and mission control. He indicated that they wanted to make sure to identify what their strategic priorities would be for the next few years so they could manage expectations and have a guide for the agency.

Loree Goffigon, Performance Works, shared information about the work they had been doing, what they had learned and some of the early actions underway. She also noted that the presentation consisted of a couple key elements which were: 1) a review of what they learned through discovery, challenges, and opportunities; 2) a discussion on emerging issues, strategic priorities, and values; and 3) a plan for going forward. She also noted that the approach to this work was focused on educating themselves, learning from one another, clarifying the vision, mission, and values, as well as looking at the strategic priorities and objectives to obtain key results. She also indicated that they conducted a discovery exercise and talked to over 150 people to give them a 360 view of the organization.

Reza Ahmadi, Performance Works, shared information about what they learned, the emerging themes, and opportunities for action. He noted that they learned that they needed to look at recalibrating SCAG's role and that the emerging themes under this was that SCAG's role was shifting as stakeholders looked to the organization for support outside of its established purview. He indicated that the opportunity for action was that SCAG needed to revisit and clarify its role and commit the organization to deliver accordingly. He noted that the second thing they learned was that they needed to build the capacity of the organization. He explained that the emerging themes in this area were that SCAG's internal process and systems were a drag on efficiency, and bureaucracy complicated distribution of resources to jurisdictions and that the opportunity for action was to identify priority processes and technical systems and re-engineer them to achieve desired outcomes. Another emerging theme he noted was that collaboration amongst SCAG staff was inhibited by process and structure and he indicated that the opportunity for action was to design the organization and its processes for cross-functional collaboration around areas that matter most. He noted that next emerging issue under this was the lack of prioritization, the purview was expanding, and pressure from members. He indicated that the opportunity for action was to set clear priorities and reexamine focus, workload and allocation of resources. He further noted that the next emerging theme was that there was a strong and collegial culture but there needed to be honest conversations and trust which meant that they had an opportunity to refocus on values and model behavior to change the culture. He indicated that the next thing they learned was in regard to having an impact. He noted that the emerging theme under this section was that stakeholders wanted more engagement from SCAG on their priorities and to obtain resources. He

indicated that the opportunity for action was to invest in building the organizational capacity to establish deep relationships with stakeholders so that they know they are being heard and acting on their behalf. The last theme was on performance measurement, accountability and communicating the impact which meant they had an opportunity to align and rebalance metrics. He also addressed the emerging issue around SCAG's role which was shifting. He noted that SCAG's traditional and established roles were based around being a convener, a regional thought leader and being a planning organization focused on transportation and that now the roles were shifting to being an advocate for Southern California to the state and feds, being a bridge builder, an innovation engine, and a steering organization. He also noted the roles SCAG plays in serving their stakeholders which was being a planning organization, a regional convenor and capacity builder, an advocate, a value-added membership organization, a data and information services resource and a thought leader and policy maker.

Mr. Chidsey presented the strategic priorities that had been developed as a result of the work on the strategic plan. The strategic priorities were as follows: 1) foster an environment in the region for sustainable growth and change; 2) convey the influence and impact of SCAG's activities on the region to stakeholders; 3) organize SCAG for greater agility and flexibility to respond to changing opportunities and needs; 4) secure diverse funding streams to support integrated planning and other areas of focus; 5) leverage the diversity of skills, expertise and experience resident at SCAG and in the region; 6) be a cohesive voice to advocate for regional priorities; 7) build a shared culture anchored in pursuit of organizational excellence; and 8) be the premier source for regional information and analysis.

Ms. Goffigon explained that the next step would be on framing out the objectives of the priorities. She also noted the addition of a fifth value which was cultivate belonging and was focused on diversity, equity, inclusivity and belonging.

Staff addressed questions and comments from members regarding how they figure out the best interaction and engagement with the tribes, how they structure SCAG going forward so they can be set up to deliver on the roles that have been identified, letting the policy committees do the work and having the Regional Council focus on the bigger items, focusing on the established purview of the agency, and how to better communicate.

Ms. Goffigon noted that over the next few months they would be putting together working groups consisting of subject experts to tackle the priorities and begin to develop objectives and key results with the intent to finalize the plan in the fall. She indicated that they would then begin to create an action plan that would identify key areas for implementation and in 2024 begin implementation of the plan.



3. Wrap up / Next Steps
(Kome Ajise, Executive Director)

Due to time constraints, item 3 was not addressed by the Executive Director.

ADJOURNMENT

There being no further business, President Brown adjourned the EAC Retreat of the Executive Administration Committee at 11:32 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

| 2022-23 | | | | | | | | | | | | | | | | Total M Attend To Da |
|---|-------------------------------|---|--------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------------|
| MEMBERS | CITY | Representing | 31-May | 29-Jun | 30-Jun | JULY | AUG | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | |
| Hon. Art Brown, President, Chair | Buena Park | District 21 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Curt Hagman, 1st Vice Chair | | San Bernardino County | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Cindy Allen, 2nd Vice Chair | Long Beach | District 30 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Jan Harnik, Chair, Imm. Past President | | RCTC | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Frank Yokoyama, Chair, CEHD | Cerritos | District 23 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. David J. Shapiro, Vice Chair, CEHD | Cerritos | District 44 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Deborah Roberston, Chair, EEC | Rialto | District 8 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Luis Plancarte, Vice Chair, EEC | | Imperial County | 1 | 0 | 0 | | | | | | | | | | | 1 |
| Hon. Tim Sandoval, Chair, TC | Pomona | District 38 | 1 | 1 | 0 | | | | | | | | | | | 2 |
| Hon. Mike Judge, Vice Chair, TC | | VCTC | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Patricia Lock Dawson, Chair, LCMC | Riverside | District 68 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Jose Luis Solache, Vice Chair, LCMC | Lynwood | District 26 | 1 | 1 | 0 | | | | | | | | | | | 2 |
| Hon. Marshall Goodman, President's Appt. | La Palma | District 18 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Clint Lorimore, President's Appt. | Eastvale | District 4 | 1 | 1 | 1 | | | | | | | | | | | 3 |
| Hon. Larry McCallon, President's Appt. | | Air District Representative | 1 | 0 | 0 | | | | | | | | | | | 1 |
| Hon. Tim McOsker, President's Appt. | Los Angeles | District 62 | | 0 | 0 | | | | | | | | | | | 0 |
| Hon. Andrew Masiel, Sr. | Pechanga Dev. Corporation | Tribal Government Regional Planning Board | | 1 | 1 | | | | | | | | | | | 2 |
| Ms. Lucy Dunn, Ex-Officio Member | Lucy Dunn Strategic Issues Ma | Business Representative | 1 | 1 | 1 | | | | | | | | | | | 3 |
| | | | 16 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Attachment: EAC Attendance Sheet 2023-24 (Minutes of the Meeting - June 29, 2023 through June 30,



MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
WEDNESDAY, JULY 5, 2023

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

| | | |
|--|----------------------------|------------------------------|
| Hon. Art Brown, President | <i>Buena Park</i> | District 21 |
| Sup. Curt Hagman, 1st Vice President | | San Bernardino County |
| Hon. Cindy Allen, 2nd Vice President | <i>Long Beach</i> | Los Angeles County |
| Hon. Jan Harnik, Imm. Past President | <i>RCTC</i> | Riverside |
| Hon. Frank Yokoyama, Chair, CEHD | <i>Cerritos</i> | District 23 |
| Hon. David J. Shapiro, Vice Chair, CEHD | <i>Calabasas</i> | District 44 |
| Hon. Luis Plancarte, Vice Chair, EEC | | Imperial County |
| Hon. Tim Sandoval, Chair, TC | <i>Pomona</i> | District 38 |
| Hon. Mike Judge, Vice Chair, TC | <i>VCTC</i> | Ventura County |
| Hon. Patricia Lock Dawson, Chair, LCMC | Riverside | District 68 |
| Hon. Clint Lorimore, President’s Appt. | Eastvale | District 4 |
| Hon. Marshall Goodman, President’s Appt. | <i>La Palma</i> | District 18 |
| Hon. Larry McCallon, President’s Appt. | <i>Highland</i> | District 7 |
| Hon. Andrew Masiel, Sr. | <i>Pechanga Dev. Corp.</i> | TGRP Representative |
| Hon. Lucy Dunn | | Business Representative |

Members Not Present

| | | |
|--|--------------------|-------------|
| Hon. Tim McOsker, President’s Appt | <i>Los Angeles</i> | District 62 |
| Hon. Deborah Robertson, Chair, EEC | <i>Rialto</i> | District 8 |
| Hon. Jose Luis Solache, Vice Chair, LCMC | Lynwood | District 26 |

Staff Present

Kome Ajise, Executive Director

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Art Brown called the meeting to order at 3:00 p.m. President Brown asked Regional Council Member Clint Lorimore, Eastvale, District 4 to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. Connect SoCal 2024: Policy Framework

There were no public comments on this item.

Sarah Jepson, Chief Planning Director reported that SCAG released a draft of the Connect SoCal 2024 plan. She shared the plan included an update of Connect SoCal 2020 and an ongoing process to research, collect data and develop projects and programs to support the region. She reported the EAC and Regional Council had adopted a policy development framework that provided direction to staff on the development of the planning policies and outlined three new subcommittees that produced a series of white papers and a set of recommendations that were considered at the Joint Policy committee meeting in March 2023. She stated the item summarized and confirmed the policy framework for Connect SoCal 2024 ahead of the draft release in the fall. Furthermore, she noted that the major elements included were SCAG’s vision and goals for the plan, a definition for priority equity communities to meet Federal requirements and a set of draft regional planning policies that would be included in the plan. She stated all the elements had been reviewed by the policy committees and informed by SCAG’s outreach process. She shared that following the approval, SCAG would work to integrate these major policy elements into the draft plan that would be released in the fall for further public review.

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

A MOTION was made (Shapiro) that the Executive/Administration Committee (EAC) recommend that the Regional Council adopt the updated Policy Framework for Connect SoCal 2024. Motion was SECONDED (Plancarte) and passed by the following votes:

AYES: Allen, Brown, Goodman, Harnik, Judge, Lock Dawson, Lorimore, Masiel, McCallon, Plancarte, Sandoval, Shapiro, and Yokoyama (13)

NOES: None (0)

ABSTAIN: None (0)

2. Approval of Amendment No. 2 to Executive Director’s Employment Agreement and Annual Work Plan

There were no public comments on this item.

Ruben Duran, BB&K Board Counsel, reported that there were two items for consideration. The first was an amendment to the term of the Director’s Employment Agreement. He indicated that during the performance evaluation, an extension was recommended for an additional 3 years, such that it would expire in 2027, as opposed to 2024. The second item for consideration was the proposed annual work plan as required in SCAG's Bylaws.

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

A MOTION was made (Masiel) that the Executive/Administration Committee (EAC) approve the attached Amendment No. 2 to the Employment Agreement between SCAG and Kome Ajise and approve the Executive Director's Proposed Annual Work Plan for 2023-24. Motion was SECONDED (Yokoyama) and passed by the following votes:

AYES: Allen, Brown, Goodman, Hagman, Harnik, Judge, Lock Dawson, Lorimore, Masiel, McCallon, Plancarte, Sandoval, Shapiro, and Yokoyama (14)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Regional Council Member Jan Harnik, RCTC, requested the attendance report page be amended to reflect her attendance correctly.

There were no public comments on the Consent Calendar.

Approval Items

3. Minutes of the Meeting – May 31, 2023
4. Contracts \$500,000 or Greater: Contract No. 23-014-C01, Information Technology (IT) – Geospatial Application Development and Support
5. Resolution No. 23-657-1 Authorizing Acceptance of Grant Funds from the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant Program
6. AB 825 (Bryan) and AB 645 (Friedman) Follow-up
7. Governor and Legislative Permitting Reform Proposals
8. SCAG Memberships and Sponsorships

Receive and File

9. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold

10. CFO Monthly Report

A MOTION was made (Shapiro) to approve the Consent Calendar Item 3 through 8; and Receive and File Items 9 through 10. Motion was SECONDED (Allen) and passed by the following votes:

AYES: Allen, Brown, Goodman, Hagman, Harnik, Judge, Lock Dawson, Lorimore, Masiel, McCallon, Plancarte, Sandoval, Shapiro, and Yokoyama (14)

NOES: None (0)

ABSTAIN: None (0)

Information Item

11. REAP 2.0 Program Call for Applications Update

Sarah Jepson, Chief Planning Officer, reported that on November 30th, the EAC authorized staff to apply for the full \$246 million of funding available to SCAG through REAP 2.0. She reported that following the approval, SCAG submitted the full application in December, and that staff had been working with the California Department of Housing and Community Development (HCD) over the last six months to address and revise the proposal based on the feedback from HCD. She stated that SCAG was also working with the three other State agencies that had oversight for this program which included the office of Planning Research, the California Air Resources Board and the Strategic Growth Council. She stated the revisions did not substantially change SCAG's proposal or the programs that were supported through REAP 2.0 rather, SCAG was clarifying how the proposal would meet the State's objectives. She stated SCAG released a series of call for projects and intend to recommend for funding with REAP 2.0 resources. She explained SCAG was waiting on final approval of the full application from HCD which was anticipated to be granted soon. Lastly, she explained the next steps and how in September the Policy Committee's and Regional Council would consider approval of the projects recommended for the Sustainable Communities program Call 4, which was for civic engagement, equity and environmental justice.

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

CFO REPORT

Cindy Giraldo, Chief Financial Officer, reported that fiscal year 2023 had closed. She shared the accounting department would take the lead on the yearly audit and preparation of the annual comprehensive financial report. Ms. Giraldo stated an Audit Committee meeting had been scheduled for July 10th. Additionally, she stated the Budget and Grants department were preparing to execute MOU's for the 35 CTC projects that were subject to the approval by the Regional Council. Lastly, she reported that invoices for next fiscal year had been sent out.

PRESIDENT'S REPORT

President Brown reported that during the Executive/Administration Committee retreat in Buena Park, members reflected on the past year and discussed strategic planning for the year ahead. He shared it was a productive and engaging discussion on priority areas for the work plan, which would be presented to the Regional Council at a future meeting. He stated SCAG staff were present at the opening of LA Metro's Regional Connector project on June 16, and that the project created three new subway stations in Downtown Los Angeles, creating more transit access to major job centers, local businesses and cultural destinations to support increased transit ridership in the region. He reported SCAG was represented at the National Association of Regional Councils, with Regional Council member Alan Wapner moderating a panel on street safety and SCAG Planning Director Sarah Jepson speaking about equity in planning. He announced he had attended a *Go Human* demonstration, showcasing a pop-up parklet, bike lane, artistic crosswalk and curb extension at the Buena Park Food Truck Festival on June 23. Lastly, he announced there was no meeting of the EAC in August and the next regular meeting of the EAC was scheduled for Wednesday, September 6, 2023, at 3:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported that in June the Regional Council adopted Connect SoCal Amendment 3 and the 2023 Federal Transportation Improvement Program Consistency Amendment, including the associated conformity analysis. He reported SCAG had since received final approval of the conformity determination, which allowed the \$26 billion of transportation projects in these amendments to move forward. He also reported that the California Public Utilities Commission approved SCAG's \$1 million Local Agency Technical Assistance grant. The funding will enable SCAG to help advance broadband projects in underserved areas. Lastly, he stated the Regional Council had approved the Regional Advanced Mitigation Planning Policy Framework earlier in the year. The framework directed SCAG to convene the SoCal Greenprint Technical Advisory Committee, which would advise staff on development of the Greenprint tool and ensure its alignment with the approved policy framework. He stated the first meeting would be on July 26 and would be open to the public. He stated the TAC would present their recommendations to the Energy and Environment Committee in October and Regional Council in November.



FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Brown adjourned the Meeting of the Executive Administration Committee at 3:28 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

//

Executive / Administration Committee Attendance Report

| 2022-23 | | | | | | | | | | | | | | | | Total M Attend To Da |
|---|-------------------------------|---|--------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------------|
| MEMBERS | CITY | Representing | 31-May | 29-Jun | 30-Jun | JULY | AUG | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | |
| Hon. Art Brown, President, Chair | Buena Park | District 21 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Curt Hagman, 1st Vice Chair | | San Bernardino County | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Cindy Allen, 2nd Vice Chair | Long Beach | District 30 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Jan Harnik, Chair, Imm. Past President | | RCTC | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Frank Yokoyama, Chair, CEHD | Cerritos | District 23 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. David J. Shapiro, Vice Chair, CEHD | Cerritos | District 44 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Deborah Roberston, Chair, EEC | Rialto | District 8 | 1 | 1 | 1 | 0 | | | | | | | | | | 3 |
| Hon. Luis Plancarte, Vice Chair, EEC | | Imperial County | 1 | 0 | 0 | 1 | | | | | | | | | | 2 |
| Hon. Tim Sandoval, Chair, TC | Pomona | District 38 | 1 | 1 | 0 | 1 | | | | | | | | | | 3 |
| Hon. Mike Judge, Vice Chair, TC | | VCTC | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Patricia Lock Dawson, Chair, LCMC | Riverside | District 68 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Jose Luis Solache, Vice Chair, LCMC | Lynwood | District 26 | 1 | 1 | 0 | 0 | | | | | | | | | | 2 |
| Hon. Marshall Goodman, President's Appt. | La Palma | District 18 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Clint Lorimore, President's Appt. | Eastvale | District 4 | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| Hon. Larry McCallon, President's Appt. | | Air District Representative | 1 | 0 | 0 | 1 | | | | | | | | | | 2 |
| Hon. Tim McOsker, President's Appt. | Los Angeles | District 62 | | 0 | 0 | 0 | | | | | | | | | | 0 |
| Hon. Andrew Masiel, Sr. | Pechanga Dev. Corporation | Tribal Government Regional Planning Board | | 1 | 1 | 1 | | | | | | | | | | 3 |
| Ms. Lucy Dunn, Ex-Officio Member | Lucy Dunn Strategic Issues Ma | Business Representative | 1 | 1 | 1 | 1 | | | | | | | | | | 4 |
| | | | 16 | 15 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Attachment: EAC Attendance Sheet 2023-24 July (Minutes of the Meeting - July 5, 2023)



AGENDA ITEM 6 REPORT

Southern California Association of Governments
September 6, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION:

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

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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



BACKGROUND:

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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

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

Consultant: EcoInteractive, LLC

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

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

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

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

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

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

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

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

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

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

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

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

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

Basis for the Amendment:

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

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

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

The consultant team for this contract includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|--|--|
| EcoInteractive, LLC (prime consultant) | No - form attached |

SCAG CONFLICT OF INTEREST FORM

Contract No.

18-011A-C01

SECTION I: INSTRUCTIONS

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

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

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

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

SECTION II: QUESTIONS

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

YES NO

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

| Name | Nature of Financial Interest |
|-------|------------------------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Position | Dates of Service |
|-------|----------|------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

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

YES NO

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

| Name | Relationship |
|-------|--------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Relationship |
|-------|--------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Date | Dollar Value |
|-------|-------|--------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

SECTION III: VALIDATION STATEMENT

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

DECLARATION

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



 Signature of Person Certifying for Proposer (original signature required) 8/28/2023 Date

NOTICE

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



AGENDA ITEM 7
REPORT

Southern California Association of Governments
September 6, 2023

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

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

Subject: Contracts \$500,000 or Greater: Contract No. 24-018-C01, Microsoft Enterprise License Agreement (ELA)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 24-018-C01 in an amount not to exceed \$910,000, with Insight Public Sector, to provide SCAG a Microsoft Enterprise License Agreement. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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

CONSULTANT CONTRACT NO. 24-018-C01

| | |
|---|---|
| Recommended Consultant: | Insight Public Sector |
| Background & Scope of Work: | SCAG’s Microsoft Enterprise License Agreement (ELA) consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity and project planning applications including Microsoft Word, Excel, Outlook and OneDrive. It also provides continued access to communication tools such as Exchange and Microsoft Teams, which is now utilized as our main form of communication for all staff workstations and small conference rooms. These core Microsoft products are necessary to efficiently provide services to staff, partners and stakeholders alike. This contract will cover existing licenses and services provided by Microsoft and provide a contracting mechanism for any future Microsoft licensing needs. |
| Project’s Benefits & Key Deliverables: | The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Providing volume license discounting through the ELA;• Providing staff with access to communication and conferencing capabilities with Microsoft Teams, and;• Ensuring staff have access to cloud-based productivity applications such as Microsoft Office and OneDrive. |
| Strategic Plan: | This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies |
| Contract Amount: | Total not to exceed \$910,000 |
| Contract Period: | Notice to Proceed through September, 30, 2026 |
| Project Number(s): | 811-1163.08 \$910,000 Funding source: Indirect Cost Funding of \$303,000 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budget, subject to budget availability. |
| Basis for Selection: | In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA held by the County of Riverside with Microsoft (MSA #8084445) that was a result of a competitive bidding process (#RIVCO-2020-RFQ-0000048). This agreement allows |

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

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

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

Approve Contract No. 24-018-C01 in an amount not to exceed \$910,000 with Insight Public Sector, to provide SCAG a Microsoft Enterprise License Agreement. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

| Consultant Name | Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)? |
|-----------------------|--|
| Insight Public Sector | No. |

SCAG CONFLICT OF INTEREST FORM

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

SECTION I: INSTRUCTIONS

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

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

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

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

SECTION II: QUESTIONS

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

YES NO

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

| Name | Nature of Financial Interest |
|-------|------------------------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Position | Dates of Service |
|-------|----------|------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

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

YES NO

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

| Name | Relationship |
|-------|--------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Relationship |
|-------|--------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

YES NO

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

| Name | Date | Dollar Value |
|-------|-------|--------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Lisanne Steinheiser, hereby declare that I am the (position or title) Global Compliance Officer of (firm name) Insight Public Sector, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 08/14/2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Lisanne Steinheiser

08/14/2023

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



AGENDA ITEM 8
REPORT

Southern California Association of Governments
September 6, 2023

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

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

Subject: Sustainable Agricultural Lands Conservation (SALC) Grant Program
Application

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

That the Regional Council (RC) adopt Resolution No. 23-658-2 *Authorization to Apply for Full SALC Funding Program* authorizing the Executive Director or their designee to submit the Sustainable Agriculture Lands Conservation Program (SALC) Agricultural Land Conservation Planning Grant Funding Full Application to the California Department of Conservation by the September 8th, 2023, deadline.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is eligible to receive approximately \$500,000 in grant funding through the Sustainable Agricultural Lands Conservation Program (SALC) planning grant, a component of the Strategic Growth Council's Affordable Housing and Sustainability Program administered by the California Department of Conservation in conjunction with the Natural Resources Agency. The purpose of the SALC program is to protect agricultural land to support infill and compact development and to further the purposes of AB 32 by avoiding increases in greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses. To fulfill Connect SoCal's goals and promote a healthy and sustainable region, SCAG staff is seeking a SALC Planning Grant to fund the creation of a Natural & Agricultural Lands Economic and Resilience Benefits Study, which will result in a better understanding of the state of agricultural activities and conservation in the region and help quantify the economic and resilience benefits of agricultural and natural lands.

To pursue full funding for the Natural & Agricultural Lands Economic and Resilience Benefits Study under the SALC planning grant, SCAG staff recommends approval of Resolution No. 23-658-2 Authorization to Apply for Full SALC Funding Program by the Regional Council. Authorization to apply through the Regional Council's adoption of a Resolution of Support is required to submit the full application to the California Department of Conservation by the September 8, 2023, deadline.

BACKGROUND:SALC and SCAG's Natural & Agricultural Lands Economic and Resilience Benefits Study

Agriculture and natural lands play a significant role in the SCAG region's economy, culture, and ecosystem. SCAG has included a commitment to conservation in the Sustainable Communities Strategy ("Connect SoCal"), through the goal to "Promote conservation of natural and agricultural lands and restoration of habitats." This goal is also intended to help the region meet its greenhouse gas reduction commitments, because of the role natural and agricultural lands play in avoiding greenhouse gas emissions through reduced vehicle miles traveled (VMT) and sequestering carbon.

A component of the California Strategic Growth Council's (Council) Affordable Housing and Sustainable Communities Program, the Sustainable Agricultural Lands Conservation Program (SALC) supports the State's greenhouse gas (GHG) emission reduction goals by protecting agricultural lands from conversion to more GHG intensive uses, which promotes smart growth within existing jurisdictions, ensures open space remains available, and supports a healthy agricultural economy and resulting food security.

Administered by the California Department of Conservation, in conjunction with the Natural Resources Agency, SALC Agricultural Land Conservation Planning grants provide funds to cities and counties in collaboration with local stakeholders to develop and implement plans for the protection of agricultural land at risk of conversion to non-agricultural uses. SALC planning grants incentivize local governments to work closely with local stakeholders to develop local and regional land use policies and implementation strategies that integrate agricultural land conservation goals to reduce greenhouse gas emissions, support job creation, and benefit priority populations.

SCAG is eligible for \$500,000 in SALC planning grant funding. To fulfill Connect SoCal's goals and promote a healthy and sustainable region, SCAG is seeking a SALC Planning Grant to fund the creation of a Natural & Agricultural Lands Economic and Resilience Benefits Study, which will result in a better understanding of the state of agricultural activities and conservation in the region and help quantify the economic and resilience benefits of agricultural and natural lands. To pursue full funding for the Natural & Agricultural Lands Economic and Resilience Benefits Study under the SALC planning grant, SCAG staff recommends approval of Resolution No. 23-658-2 *Authorization to Apply for Full SALC Funding Program* by the Regional Council. Authorization to apply through the Regional Council's adoption of a Resolution of Support is required to submit the full application to the California Department of Conservation by the September 8, 2023, deadline.

The Natural & Agricultural Lands Economic and Resilience Benefits study will provide an analysis of the economic and fiscal benefits of key environmental services and resilience benefits provided by select natural lands and farmlands, estimated costs of replacing those services and benefits, and

relevant social and public health benefits. In addition to technical economic and fiscal work, the study will include stakeholder engagement, case studies, and an assessment of funding, resources, and policy recommendations that can support preservation and enhancement of these environmental services and resilience benefits, and continued reduction of VMT and GHG emissions, resulting from the preservation of natural and farmlands, consistent with the adopted Connect SoCal Plan. This research will be presented in the form of a Landscape Analysis White Paper.

The Landscape Analysis White Paper will cover:

- **Agricultural Baseline:** Identify locations and acreages of farm and range lands, soil types and commodities grown in the region (food and non-food), and quantify the associated crop values.
- **Land-use Trends:** Document and compare trends related to agricultural and natural lands, including changes in land-use, economic productivity, and estimated GHG emissions, biodiversity, and public health outcomes.
- **Carbon Sequestration and GHG Reduction:** Explore the climate benefits of conservation-related greenhouse gas reduction methods such as supporting local food production, reducing transportation intensity of food supply, crop types with the highest carbon sequestration potential, and agricultural practices and technologies that promote healthy soil.
- **Environmental Services:** Explore the economic and fiscal value of environmental services from natural and agricultural lands, such as contributions to water storage and quality and the cost of replacing those services.
- **Co-benefits:** Identify and estimate social and public health benefits of agricultural and natural lands preservation.
- **Farmworker Housing:** Adequate farmworker housing is a key issue related to equity and long-term sustainability for the agricultural economy. The analysis will research the region's farmworker population, identify where they live in relation to where they work, quality and quantity of existing housing stock, supply and availability of clean drinking water, and explore potential funding opportunities to increase the affordability, quantity, quality and accessibility of farmworker housing.

Quantifying the economic benefits of agricultural and natural lands can help inform land use decisions across the region. This research can also play an important role in identifying resources, funding, and programs for lands that are priorities for conservation and preserve their economic, fiscal, and resilience benefits.

This project further advances the goals of Senate Bill 375, which sets regional targets for reduction of GHG emissions, as the project aims to provide an assessment of funding, resources, and policy

recommendations that can further support the reduction of GHG emissions from the preservation of natural and farmlands.

Next Steps

Following the RC's approval of Resolution No. 23-658-2, SCAG will submit the full Sustainable Agriculture Lands Conservation Program (SALC) Agricultural Land Conservation Planning Grant Funding application to the State Partners by the September 8th, 2023, deadline. Upon the approval of SCAG's full application by the State Partners, SCAG will return to the RC to authorize acceptance of the full SALC Agricultural Land Conservation Planning Grant Funding funds.

FISCAL IMPACT:

Work associated with this item will be included in the FY23-24 OWP via budget amendment, once funding is received, with no fiscal impact to the existing budget.

ATTACHMENT(S):

1. Resolution No. 23-658-2 SALC



RESOLUTION NO. 23-658-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SUSTAINABLE AGRICULTURAL LANDS CONSERVATION PROGRAM PLANNING GRANTS APPLICATION FOR FUNDING

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, the Sustainable Agricultural Lands Conservation Program (SALC) is a component of the Strategic Growth Council's Affordable Housing and Sustainability Program and is administered by the California Department of Conservation in conjunction with the Natural Resources Agency;

WHEREAS, the purposes of the SALC are to protect agricultural land to support infill and compact development and to further the purposes of AB 32 by avoiding increases in greenhouse gas emissions associated with the conversion of agricultural land to nonagricultural uses;

WHEREAS, funds have been allocated to the SALC from the Greenhouse Gas Reduction Fund to accomplish the above purposes; and

WHEREAS, the Department of Conservation has established Guidelines to disburse said allocated funds via a competitive process, which Guidelines require a resolution certifying approval of the application before submission of said application to the State.

NOW, THEREFORE, BE IT RESOLVED, the Regional Council of the Southern California Association of Governments hereby authorizes the submittal of SALC grant application to the California Department of Conservation;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby authorizes entrance into a grant agreement with the California Department of Conservation for the project and agree to accept the template terms and conditions if the project is awarded funding;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby certifies that no conflict of interest or appearance of conflict of interest exists for any member of the Regional Council as relates to the project;

BE IT FURTHER RESOLVED, the Southern California Association of Governments hereby authorize staff to execute tasks, such as signing documents, related to the application, grant agreement, and acquisition, if the project is awarded funding.

Attachment: Resolution No. 23-658-2 - SALC Grant Program (Sustainable Agricultural Lands Conservation (SALC) Program Application)

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

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Acting Chief Counsel



AGENDA ITEM 9
REPORT

Southern California Association of Governments
September 6, 2023

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

From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov

Subject: AB 833 (Rendon): Freeway Caps

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC) adopt a “support” position on Assembly Bill (AB) 833 (Rendon).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

After receiving a report and staff presentation at its July 18, 2023, meeting, the LCMC recommends a “support” position on AB 833 (Rendon), which would require the Department of Transportation (Caltrans) to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities and present it to the Legislature by January 1, 2030. The plan would include, at minimum: (1) the location of each freeway segment that divides a disadvantaged, underrepresented, urban community; (2) a list of those freeway segments where constructing a cap is feasible; and (3) an estimate of the cost and time required to construct the cap.

BACKGROUND:

State and Federal Reconnecting Communities Programs:

The federal Reconnecting Communities Pilot grant program, established under the Infrastructure, Investments and Jobs Act (IIJA) of 2021, supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

At the state level, the California legislature established the Reconnecting Communities: Highways to Boulevards Pilot Program through Caltrans in 2022 to achieve a similar set of goals, allocating \$149 million toward the program. As with its federal counterpart, the state program is intended to plan

for and fund the conversion of key underutilized highways in the state into multi-modal corridors to reconnect communities divided by transportation infrastructure. The grants will be awarded based on a competitive “Call for Communities.” Caltrans will then select three communities, one in an urban area, one in a rural area, and one along a corridor.

SCAG Highways to Boulevards Regional Study:

In 2021, with the support of Senators Dianne Feinstein and Alex Padilla, SCAG secured a federal earmark to conduct a Highways to Boulevards Regional Study to identify and evaluate urban highways within the SCAG region through a collaborative process with local jurisdictions and community stakeholders, particularly looking for those that intersect with Environmental Justice Areas, Disadvantaged Communities, and/or Communities of Concern. The goal of the study is to develop a feasibility assessment and guidance for cities, identifying potential highway corridors that can be converted or capped, positioning the region to compete for related funding opportunities through the state and federal Reconnecting Communities programs.

SCAG is currently working with Caltrans to obligate funds and initiate the study, which is anticipated to begin in November 2023.

AB 833 (Rendon) Analysis:

In line with the goals of the state and federal Reconnecting Communities programs, as well as SCAG’s own Highways to Boulevards Regional Study, AB 833 (Rendon) seeks to reconnect disadvantaged urban communities by having Caltrans prepare a feasibility assessment for adding “freeway caps” to existing freeways that have divided communities.

A “freeway cap” is a large overpass built over an existing highway, creating spaces that can be used for parks or housing and include bike lanes and pedestrian connectors that can serve as a way of reconnecting a community divided by the highway. The plan, due to the Legislature by January 1, 2030, would include:

1. The location of each freeway segment that divides a disadvantaged, underrepresented, urban community.
2. A list of those freeway segments where constructing a cap is feasible.
3. An estimate of the cost and time required to construct the cap.

Such studies have been completed by Caltrans in the past. In 2016, Caltrans District 11, in coordination with SANDAG and the City of San Diego, worked with a consultant team to study developments and best practices for freeway caps, along with potential pros, cons, and funding sources. Specifically, they engaged the community to consider the opportunities and challenges for a cap over State Route 94.

Recommendation:

The LCMC recommends a support position for AB 833 (Rendon), as it is consistent with the equity goals in the adopted legislative platform and furthers the goals of SCAG's Highways to Boulevards Regional study. As part of that support, the LCMC recommends encouraging the author to consider amending the bill to include a requirement that Caltrans consider public/private partnerships when conducting its feasibility analysis. Such partnerships have been proven to expedite project delivery timelines while bringing project delivery costs down when applicable, increasing the feasibility that the identified projects be constructed, in turn increasing their competitiveness for state and federal grant funding opportunities.

Other recommendations from the LCMC for the author's consideration include providing clarification on who the target populations are by providing definitions, including to elaborate on the process that Caltrans would have to go through in conducting its study, including who Caltrans would have to engage when gathering public input, or what that public input process looks like.

AB 833 was pulled by the author in the Senate Transportation Committee on July 11, 2023, so the author could develop it further in the fall and bring it back at the start of the new legislative year in 2024. Taking a support position now ensures that SCAG's recommendations are received as a full partner as discussions on future amendments and refinements to the legislation continue this fall and next year.

Bill language can be accessed at:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB833

FISCAL IMPACT:

Work associated with AB 833 (Rendon): Freeway Caps is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 833 - Rendon - Fact Sheet

AB 833 (Rendon) – Freeway Caps

SUMMARY

AB 833 requires the Department of Transportation (Caltrans) to conduct a feasibility assessment for adding caps or other connective measures to certain freeway segments that divide disadvantaged urban communities.

BACKGROUND

The interstate highway system runs through numerous urban areas with disadvantaged residents, and separates them from nearby communities, and economic opportunity. A prime example of this is the Interstate 10 that runs from Santa Monica through Los Angeles, San Bernardino, Palm Springs, and on to Arizona. Its construction created a barrier between the northern parts of the L.A. Basin and the more economically disadvantaged communities such as Boyle Heights and Watts, which were displaced and detached from wealthier communities. In Assembly District 62, the 710 Freeway bisects my district and splits multiple cities apart.

One method to re-connect such divided communities is freeway caps or lids. Freeway caps are a type of deck-bridge built atop a highway which can serve several purposes.

The Washington State Convention Center, for example, is located on a freeway cap along with a park. Capitol Crossing in Washington D.C. is a mixed-use building real estate development located on top of the Interstate 395, containing of restaurants, cafés, and a parking garage. The Seattle Convention Center consists of exhibition halls and meeting rooms, as well as a hotel and office tower, all located on top of a section of Interstate 5. Closer to home in San Diego, the Teralta Neighborhood Park in City Heights is a 5.4-acre freeway lid above Interstate 15. It hosts a park with a playground, gazebos, picnic tables, and a basketball court.

PROBLEM

Across California, communities endure division and adverse health effects because of the freeways running through them. Historically, disadvantaged and urban areas suffer disproportionately from this unfortunate circumstance.

SOLUTION

AB 833 will task Caltrans with preparing a feasibility assessment for adding caps or connective measures to existing freeways that divide disadvantaged urban communities. This bill will take the initial steps to help alleviate this situation by reconnecting our neighborhoods and providing them with beneficial spaces such as bike lanes, pedestrian connectors, parks, and other communal gathering places. Once completed by January 1, 2030, such an assessment will create a roadmap for bridging historical divides and promoting greater well-being for the residents of these communities.

STAFF CONTACT

Brandon Seto
Legislative Director
Office of Speaker Emeritus Anthony Rendon
Email: Brandon.Seto@asm.ca.gov
Phone: 916-319-3556



AGENDA ITEM 10
REPORT

Southern California Association of Governments
September 6, 2023

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

From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov

Subject: AB 1637 (Irwin): Local Government: Internet Websites and Email
Addresses

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Adopt an oppose position on Assembly Bill (AB) 1637 (Irwin), as recommended by the Legislative/Communications and Membership Committee (LCMC).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

During the July 18, 2023, meeting of the Legislative/ Communications and Membership Committee (LCMC), staff was requested to provide an analysis of Assembly Bill (AB) 1637 (Irwin), which would require cities and counties that maintain a public internet website and use public email addresses for employees to use a “.gov” or “.ca.gov” domain name for their websites and email addresses by January 1, 2029, as specified. SCAG staff provided a report on AB 1637 (Irwin) during the August 15, 2023, LCMC meeting as an informational item. Following discussion, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt an “oppose” position on AB 1637 (Irwin).

BACKGROUND:

The Advanced Research Project Agency Network (ARPANET) designed a new organizational model for internet protocol (IP) addresses in the 1980s known as the domain name system. Included in these names were top-level domains (TLDs), originally consisting of “.gov”, “.edu”, “.com”, and “.org”, each holding its own particular organizational function (i.e., “.gov” for governmental agencies). Today, thousands of TLDs exist, each with its own purpose.

The Cybersecurity and Infrastructure Security Agency (CISA), under the U.S. Department of Homeland Security, administers the “.gov” top-level domain name, making it solely available to U.S.

based governmental organizations and publicly controlled entities at all levels. Before a government agency can use the “.gov” TLD, it must be verified by CISA, providing members of the public some assurance they are using a verified governmental website.

In California, the California Department of Technology (CDT) administers the “.ca.gov” second-level domain, which can be used by any government entity within the state. As with “.gov”, a public agency must get approval from the CDT in order to use the “.ca.gov” web domain, providing members of the public some assurance they are using a verified government website.

In addition to providing assurances to members of the public that they are accessing a trusted public domain, use of “.gov” and “.ca.gov” ensures certain security measures are used, including multi-factor authentication to prevent domains from being stolen, “preloaded” domains (require browsers to use secure connections with a website), and a security contact for the domain to allow the public to report security issues. It should be noted that the use of these security measures is not limited to “.gov” and “.ca.gov” domains.

State and Local Cybersecurity Grant Program (SLCGP)

The Infrastructure Investments and Jobs Act (IIJA) created the State and Local Cybersecurity Grant Program (SLCGP) under the Department of Homeland Security (DHS). The program was created to distribute funds to states over four years to support state and local governmental efforts to battle cybersecurity risks and threats to information systems. California was awarded \$8 million in first-year funding on December 7, 2022, to be administered by the California Office of Emergency Services (CalOES).

To access SLCGP funds, the federal government is requiring CalOES to develop a cybersecurity plan that addresses 16 elements. Among those elements is a call for the state to follow best cybersecurity practices and promote recognizable online services, which includes transitioning governmental websites to a “.gov” internet domain. SCAG staff notes that although the Cybersecurity Plan must include a plan for how each element will be achieved, it can also include brief explanations on why certain elements are not being prioritized. Additionally, organizations are not required to pursue all 16 elements immediately in order to receive the funding.

Bill Analysis

California currently has 58 counties and 480 cities. Of those, nine counties (per the California Association of Counties) and 24 cities (per Cal Cities) are using the “.gov” TLD. To address the aforementioned elements of the Cybersecurity Plan, the bill’s author seeks to require all California cities and counties to:

- Migrate to a “.gov” or “.ca.gov” domain name for their websites.
- Redirect non-compliant websites to a domain name that utilizes a “.gov” or “.ca.gov” page.

- Ensure each email address provided to employees utilizes a “.gov” or “.ca.gov” domain name.

The Senate Appropriations Committee estimates costs to make the administrative and programmatic changes needed to be at least in the tens of million in totality for all cities and counties not currently compliant with the bill’s requirements. Cal Cities estimates costs to be into the hundreds of millions. The Senate Appropriations Committee asserts that costs imposed by the bill on local jurisdictions are likely reimbursable by the State, pending a determination made by the Commission on State Mandates.

The author’s office made note of an amendment to the bill to extend the implementation timeline to five years (January 1, 2029). The author’s office further made note that the primary purpose of the bill is to benefit local constituents, with small ancillary benefits to the cybersecurity of cities and counties themselves.

Opposition has made several points, including:

- Public agencies have made efforts to establish websites that are known and trusted by their respective communities. While the bill allows for website redirection, doing so may add confusion and undo any trust as residents are redirected to a separate landing page that would not match existing public facing materials, including business cards, fleets, letterhead, election and other public outreach materials.
- “.gov” and “.ca.gov” websites have been compromised in the past.
- Other TLDs such as “.com” have the ability to include all of the security measures “.gov” and “.ca.gov” do.
- Several federal governmental agencies maintain “.com” websites themselves, including the United States Postal Service.

As of the writing of this report, there have been no official positions of “support” submitted. The following entities have submitted an official “oppose” position: California Airports Council, California Municipal Utilities Association, California State Association of Counties, City Clerks Association of California, the cities of Downey, Jurupa Valley, Lakewood, Pico Rivera, Rancho Cucamonga, West Hollywood, League of Cities, Los Angeles County Division, League of California Cities, Northern California Power Agency, Rural County Representatives of California, Southern California Public Power Authority, and Urban Counties of California.

To access bill language, visit:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1637

Prior Committee Action

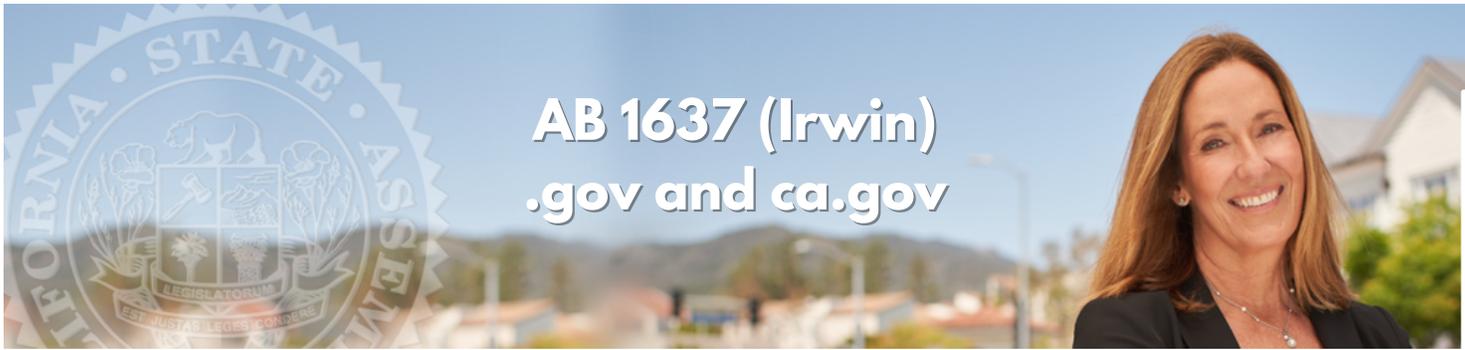
During its meeting on July 18, 2023, the Legislative/ Communications and Membership Committee (LCMC) requested that SCAG staff provide a presentation on AB 1637 (Irwin) at their following meeting. Per the request, SCAG staff provided a presentation on the bill as an informational item at the August 15, 2023, meeting of the LCMC. Following discussion, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt an “oppose” position on AB 1637 (Irwin), citing concerns over the cost of implementation, ambiguity as to how these costs would be recovered, and an overall lack of need.

FISCAL IMPACT:

Work associated with the staff report on AB 1637 (Irwin) is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 1637 (Irwin) Fact Sheet
2. AB 1637 (Irwin) - Opposition Coalition Letter



AB 1637 (Irwin) .gov and ca.gov

Summary

AB 1637 requires cities and counties to transition their website and employee e-mail addresses to the **.gov** or **ca.gov** domains, providing confidence and security in government communications and services.

Background

Through the federal Bipartisan Infrastructure Law, the 4-year \$1 billion State and Local Cybersecurity Grant Program (SLCGP) was created. California has already received funding from the SLCGP for FY 2022, and is due to submit its required Cybersecurity Plan in Sept. 2023 enabling it to pass through the 80% of grant funding to local agencies. The plan is required to include 16 elements, two of which include migration to the **.gov** domain. CalOES has already surveyed local governments to develop a Capability Gap Assessment, which will inform the development of plan priorities this summer.

The domain name system (DNS) was developed during the early days of the internet to assist users in locating resources on other Internet Protocol (IP) networks. Instead of remembering long strings of numbers, users could type in easy to remember names. The most popular top-level domain **.com** even became synonymous with the boom and bust of internet based companies in the late 90's.

Thousands of top-level domains (TLDs) exist ranging from the well known **.org .net .edu .gov** to the more obscure **.biz .info** even **.volvo** . Each are owned and operated by various organizations, some privately owned and some by governments. TLDs, with their origin in wayfinding on the internet, have developed to serve niche interests by limiting eligibility to only certain registrants. This helps inform users of what type of website they may be visiting. For example **.org** was originally intended for non-profits although that requirement was never enforced, while **.mil** continues to be reserved for the military branches of the United States.

Second-level domains exist for similar purposes as TLDs, but generally provide an additional layer of differentiation. For example **co.uk** for businesses in the United Kingdom or **.org.au** for non-profits in Australia.

The **.gov** TLD has been reserved for U.S.-based government organizations and publicly controlled entities. This includes state, tribal, interstate, independent intrastate, city, and county governments. **.gov** is administered by the Cybersecurity and Infrastructure Agency (CISA) within the Department of Homeland Security. CISA requires multi-factor authentication on all domain administrator accounts, and requires browsers to utilize secure **https** connections to all **.gov** domains.

The **.ca.gov** second level domain is administered by the California Department of Technology (CDT). **ca.gov** may be used by any state entity, county, city, state-recognized tribal government, Joint Powers Authority, or independent local district within the State of California.

Updated: 7.3.2023

Need for the Bill

Most administrators of TLDs only require for a domain to be available and for payment to be made to successfully assign a domain. Often these requests are done anonymously, and their connection to a particular location, business name or service is unverified.

TLDs having fairly loose, if non-existent, regulation has enabled bad actors to register domains with similar looking addresses to deceive individuals into believing they are on official websites. This method of deception is used in conjunction with phishing and misinformation campaigns to commit commercial fraud, identity theft, and mislead the public.

Beyond creating similar domains, hackers also target DNS providers to redirect actual domains to malicious content. Without strong security by the operator of a TLD, including multi factor authentication, domains are susceptible to being stolen and misused.

While these risks are concerning for commercial websites, they hold increased peril for government, including cities and counties, whose trust with the public must be maintained and guarded at any cost. In 2022, there were over 11 thousand victims across the United States who were financially harmed by government impersonation fraud with over \$240 billion in loss, according to the FBI's Internet Crime Report.

Currently cities and counties in California use a variety of TLDs including **.com .org .net .us .ci .ca.us** in addition to **.gov** and **.ca.gov**. This inconsistency provides unclear expectations to Californians when accessing government information and services and it provides cover to fraudsters who can register commercial TLDs to impersonate local agencies. A clear way to expose these fraudsters is for the remaining cities and counties to join the one third of cities and counties already on the **.gov** or **ca.gov** domain.

This Bill

This bill would require cities and counties to transition their public facing website and e-mail address domains to **.gov** or **ca.gov** by January 1, 2029. The bill would allow cities and counties to retain other domains but require them to redirect them to the **.gov** or **ca.gov** domain.

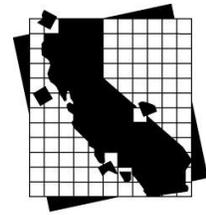
By providing state-wide uniformity in city and county website and e-mail domains, Californians can have confidence when reading information or receiving services from the **.gov** domain.

Contact

Brandon Bjerke
Office of Assemblymember Jacquie Irwin
(916) 319-2042
Brandon.Bjerke@asm.ca.gov



LEAGUE OF CALIFORNIA CITIES



CSDA



May 10, 2023

The Honorable Chris Holden, Chair
Assembly Committee on Appropriations
1021 O Street, Suite 8220
Sacramento, CA 95814

Re: **AB 1637 (Irwin): Local government: internet websites and email addresses**
OPPOSE UNLESS AMENDED *(As amended 4/27/23)*

Dear Assembly Member Holden:

The undersigned organizations are regrettably opposed to Assembly Bill 1637, unless it is amended. This measure would require local agencies to secure and migrate to a new .gov or .ca.gov domain no later than January 1, 2026. It would also require all email addresses connected to reflect the updated domain within the same time frame.

We acknowledge the intended goal of this measure; however, our members have worked hard to establish websites that are known and trusted by the communities they serve. While the measure allows for website redirection, doing so will only add to confusion as residents are redirected from their trusted local agency website to a new landing page that would not comport to the addresses on public facing material including business cards, fleets, letterhead, elections, and other public outreach materials, etc. The result could compromise local communities' trust in their local leaders and would only create frustration in administering a transparent and user-focused government website.

In short, we remain deeply concerned about the added costs associated with migrating to a new domain and corresponding email addresses; public confusion that will potentially be created; and the absence of any dedicated resources to assist local agencies with this proposed migration.

Initial sampling of local governments has identified considerable costs and programmatic impacts that would result from AB 1637. Extrapolated to all local agencies throughout the state, cumulative costs to local agencies (cities, counties, special districts, school districts) are likely in the hundreds of millions of dollars. Further, we know that smaller local entities

will be challenged to meet the current deadline with existing staff. In this constrained fiscal climate, we are hard-pressed to consider a project of this scope as a statewide, jurisdiction-wide priority among other direct service responsibilities to local communities for which our members are already obligated.

To that end, we respectfully request consideration for amendments to address the following:

1. **Consider funding and implementing a statewide study.** We request that the state undertake a study of local agency cybersecurity needs, with participation and input of local agencies, and report the results to the Administration and the Legislature. Such a report should assist the Legislature and Administration in prioritizing funding for IT-related needs as well as properly identify where the problems currently lie with current best practices.
2. **Develop more reasonable timeframes for implementation.** The bill's one-size-fits-all approach over thousands of local agencies requires a more nuanced approach to implementation timeframes. We know that larger, well-staffed local agencies have reported needing at least more than one year to complete .gov migration, making it likely that smaller, less-resourced agencies would need considerably more time. Given the broad range in type of services provided at the local level among numerous local agencies, further conversation about what implementation should look like for a diverse group of local governments over time is needed.
3. **Include financial resources and state technical assistance for local agencies.** Federal resources that have been provided through the Cybersecurity and Infrastructure Security Agency (CISA) grant program are insufficient to cover costs associated with the transition to .gov. As a result, we respectfully request including an appropriation in the bill (or as part of the 2023-24 state budget process) to fund the mandate, with local agencies' obligations under the bill being contingent on receipt of such funds. Alternatively, an amendment making the provisions of the bill contingent upon a future appropriation that funds transition activities, with local agencies' obligations under the bill being contingent on receipt of such funds, would also be sufficient. We commit to continue to work closely with local agency IT professionals to develop a reasonable estimate of costs for your consideration.
4. **Remove mandate disclaimer suggesting that local agencies cover costs of this mandate by charging fees.** We collectively are unaware of any means by which a local agency may charge a fee to recoup costs associated with the transition to a .gov or .ca.gov domain. As drafted, we are concerned the disclaimer may be in conflict with Article XIII C (Proposition 26 of 2010); fees cannot be charged for the ability to access a public agency website due to constitutional limitations on local agencies' authority to impose fees and taxes or they lack fee authority outright.

Our respective organizations feel strongly that all proposed amendments must be incorporated in order to remove opposition. Without them, AB 1637 leaves local agencies with a considerable mandate that is likely unattainable for many local agencies, particularly in a period of economic decline. Collectively, our organizations and

respective members promote safe, recognizable, and trustworthy online services; however, AB 1637 will impose significant costs to local agencies across the state.

If you have any questions, please do not hesitate to contact Damon Conklin, Legislative Affairs, Lobbyist, Cal Cities at dconklin@calcities.org, Kalyn Dean, Legislative Advocate, CSAC, at kdean@counties.org, Dorothy Johnson, Legislative Advocate, ACSA at djohnson@ACSA.org, Aaron Avery, Senior Legislative Representative, CSDA at aarona@csla.net, Dane Hutchings, Legislative Advocate, City Clerks Association of California (CCAC) at dhutchings@publicpolicygroup.com, Alyssa Silhi, Legislative Advocate, California Association of Recreation and Parks Districts (CARPD) Asilhi@publicpolicygroup.com, Sarah Dukett, Policy Advocate, RCRC, at sdukett@rcrcnet.org, and Jean Kinney Hurst, Legislative Advocate, UCC at jkh@hbeadvocacy.com.

Sincerely,



Damon Conklin
Legislative Affairs, Lobbyist
League of California Cities



Kalyn Dean
Legislative Advocate
California State Association of Counties



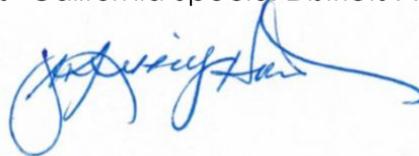
Dorothy Johnson
Legislative Advocate
Association of California School Administrators



Aaron Avery
Senior Legislative Representative
California Special Districts Association



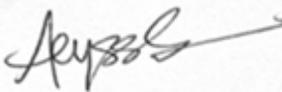
Sarah Dukett
Policy Advocate
Rural County Representatives of California



Jean Kinney Hurst
Legislative Advocate
Urban Counties of California



Dane Hutchings
City Clerks Association of California



Alyssa Silhi
California Association Recreation Parks
Districts

cc: The Honorable Jacqui Irwin
Members, Assembly Committee on Appropriations
Jay Dickenson, Chief Consultant, Assembly Committee on Appropriations
William Weber, Consultant, Assembly Republican Caucus

and ten other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA's educational efforts.

Item 2: CoMotion LA '23

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '23 Conference will be held from November 14-16, 2023, in the heart of the Arts District at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future. CoMotion will offer a curated three-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference, and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. CoMotion LA has the support of LA Mayor Eric Garcetti, the Los Angeles County Metropolitan Transportation Authority (Metro), the International Organization for Public Transport Authorities (UITP), and other leading city, state, national, and international organizations, both public and private. Over a thousand international leaders, including mayors, policymakers, CEOs, leading researchers, innovators, nonprofit, and civil society leaders, will gather to discuss key themes, including reimagining infrastructure, designing seamless journeys, connecting communities, and powering sustainable mobility. Speakers for this year's conference include Caltrans Director Tony Tavares, LA Metro CEO Stephanie Wiggins, LAWA CEO Justin Erbacci, SCAG Executive Director Kome Ajise, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event in 2017, 2018, 2019, and 2022. The feedback was very positive due to the integration of the agency's *GoHuman* campaign. SCAG staff recommends sponsorship of this event in the amount of \$10,000, which will provide SCAG with the following:

- SCAG to be branded as a CoMotion LA '23 Partner, which includes branding on websites, print, marketing materials, social media channels, and on-site signage;
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference (whether virtual or in-person);
- Ten (10) admission passes for senior SCAG executives and leadership team and/or clients to the event;
- List of CoMotion LA '23 participants;

- Opportunity to share SCAG content on the CoMotion LA newsletter; and
- Exhibitor Space

Item 3: Eno Center for Transportation

Type: Membership **Amount:** \$10,000

The Eno Center for Transportation’s mission is to continuously improve transportation and its public and public-private leadership to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW), a weekly roundup of transportation and infrastructure-related news and analyses, provides valuable information to SCAG staff on policy and legislation making its way through Washington D.C. ETW’s thorough and high-quality analyses cover different topics, including transportation reauthorization bills, competitive grant programs, proposed budgets for federal departments, and discussion of new and emerging technologies in the transportation sector.

SCAG staff recommends that the agency maintain membership at the “Gold” level. Although this membership level typically costs organizations \$15,000, SCAG receives a discount as a government agency, thus bringing the amount down to \$10,000. This membership provides the agency with the following benefits:

- 15 subscriptions to ETW;
- Opportunity to participate in an Eno research initiative, such as working groups that support research on current issues in transportation policy; and
- Choice of any one optional sponsorship opportunity.

PRIOR COMMITTEE ACTION:

Staff presented the memberships for up to \$5,000 to retain membership with the 1) Mileage-Based User Fee Alliance (\$5,000) to the LCMC at its meeting on July 18, 2023. The LCMC approved this item unanimously as part of the consent calendar.

Staff presented the memberships and sponsorships for up to \$20,000 to sponsor 1) CoMotion LA '23 (\$10,000) and retain our membership with 2) the Eno Center for Transportation (\$10,000) to the LCMC at its meeting on August 15, 2023. The LCMC approved this item unanimously as part of the consent calendar.



FISCAL IMPACT:

\$10,000 for sponsorship of CoMotion LA '23 is included in the approved FY 23-24 General Fund Budget. \$15,000 for membership with the Mileage-Based User Fee Alliance and the Eno Center for Transportation is included in the approved FY 23-24 Indirect Cost budget.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
September 6, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

UPDATE FROM THE CHIEF PLANNING OFFICER

FY23 Q4 Planning Project Highlights

The Housing Policy Leadership Academy (HPLA) program was funded by the State's Regional Early Action Planning (REAP) grant program and supports the region's efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA). In partnership with the Global Policy Leadership Academy, the academy offered a 10-session free, virtual course to 322 people in the region, including elected officials, local staff, business leaders, housing advocates, and community leaders. Of the people who participated in HPLA, 154 participants completed the program. Graduates include 18 mayors and city council members, seven policy advisors, six planning commissioners, and 23 planning and housing department professionals representing 34 jurisdictions. Participants left the program understanding how different policy solutions shape both the physical and social landscape and capacity to produce housing for all. These participants are prepared to proactively contribute to accelerating housing production.

Participants work concluded with a culminating research project and policy proposal. Some members indicated voluntarily continuing to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations. Popular proposal topics included ADU incentivization plans, building community ownership through community land trusts, and incorporating overlay zones to allow for more

affordable housing to be built. Notable proposals with plans to move forward aim to re-zone a publicly owned courthouse parking lot in the San Fernando Valley for affordable housing, establish a Coachella Valley Community Land Trust, develop a limited equity housing cooperative in Santa Ana, and establish an overlay zone that would allow faith institutions to develop their land for affordable housing in Fullerton.

Alongside the training program, SCAG hosted a series of four forums, open to the public, on housing policy issues and trends, federal and state housing legislation, funding trends and homeownership. Recordings of the sessions can be accessed [here](#).

21-047-MRFP-22 Lump Sum

REAP MRFP-22 (TO 1) - SRP-1A West Side Cities Council of Governments (WSCCOG)

21-047-MRFP-04 Lump Sum

REAP MRFP 04 (TO 1) - WSCCOG Project 1

ARUP US INC

The REAP 1.0 program aims to address barriers to housing development, increase housing in strategic areas, and promote affordable housing production. Projects such as the *Westside Development Constraints Cost and Land Use Regulation Policy Actions* (MRFP 04)and the *Westside Subregional Housing Funding Program* (MRFP-22) projects collaboratively address barriers to housing development, increasing housing in jobs and transit-rich areas The projects support the acceleration of affordable housing unit production, and the potential for replicating successful strategies in other regions facing similar challenges. The Digitized Utility Housing Tool MRFP 12) for the City of Palmdale in the North Los Angeles County area is an example of a tool that can be replicated. This project created an online interactive data viewing tool to provide information on housing-supportive utilities that are normally fragmented across several agencies, which can act as a barrier to new housing production. While the project focuses on one particular jurisdiction and its nearby areas, the project's information sharing tool has the potential to be replicated throughout the SCAG region. The tool can be recreated in areas where there are high costs of development due to uncertainty of housing-supportive infrastructure.

20-048-C01 Cost Plus Fixed Fee

Regional Transportation Demand Management (TDM) Data Standards

CAMBRIDGE SYSTEMATICS INC.

In 2019, SCAG adopted the region's first [TDM Strategic Plan](#), which identified TDM policies and programs to increase the efficiency of the transportation system, reducing vehicle miles traveled and greenhouse gas emissions through alternative modes of travel. For this project, SCAG worked with a consultant to implement recommendations from the Strategic Plan- specifically, developing

TDM data standards to inform the future development of a TDM data clearinghouse. This work addressed the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. SCAG developed a set of standards around data collection for the region as well as recommendations for a TDM data clearinghouse that when implemented would capture and house this data. These data standards will allow public and private sector partners to consistently document the benefits of TDM strategies. These data standards will help provide the region with accessible and consistent local data to support estimates of GHG emissions reductions from various strategies. The TDM data clearinghouse could also support SCAG's partners in their efforts to mitigate VMT in compliance with SB 743. This may improve SCAG's ability to document the success of TDM strategies during the development of future Regional Transportation Plan / Sustainable Community Plans (RTP/SCS).

20-082-C01

Lump Sum City of Cerritos Remote Services Enhancement Project
HR GREEN PACIFIC INC

The City of Cerritos pilot project, as a part of the Future Communities Pilot Program (FCPP), implemented an online permitting platform for the primary purpose of reducing vehicle miles traveled and greenhouse gas emissions. The consultant contract was critical to developing and implementing the tool. However, the benefits of this project extend far beyond the primary purpose to include optimizing the permit process and online systems; accelerating the speed of processing times and approval times; ensuring efficient use of staff time and resources; collecting valuable data and insights into trip reductions; providing best practice standards for other agencies in the region; improving city resources and making them more accessible; removing single-occupancy vehicles from our road network; and lastly, helping the State to reach its climate goals.

21-052-C01 Cost Plus Fixed Fee

Regional Forecast (re-issued form 21-034)
CENTER FOR CONTINUING STUDY OF CALIF ECON.

Having this expert adviser available has increased the agency's depth of knowledge around statewide economic and housing trends and helped staff make the right choice at several critical junctures during the growth forecasting process and its communication externally. A prime example is higher jobs forecast than was called for by the Demographic Panel of Experts in 2021—which was proven more accurate by mid-2023. This experience facilitated a much smoother Local Data Exchange (LDX) process between SCAG and local jurisdictions. In addition, this consultant has variously assisted on related media requests, legislation, and RHNA reform.

20-014-C01

Lump Sum Westside Mobility Study Update



FEHR AND PEERS

21-043-C01 Lump Sum
I-710 Mobility Hubs Plan
ALTA PLANNING + DESIGN, INC.

ACCOUNTING:

Membership Dues

As of June 30, 2023, 188 cities, 6 counties, 7 commissions, and 3 tribal governments have paid their FY23 membership dues. This represents 99.31% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in FY 2022-23. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$6.11M as of June 30, 2023. SCAG has earned \$6,809.52 interest from funds invested in the Los Angeles County Investment Pool and \$159,550.86 interest from funds invested in the Local Agency Investment Fund account as of June 30, 2023.

Grant Billing

During FY 2022-23, staff has prepared and submitted requests for reimbursements of approximately \$47.75 million to the following agencies. Additionally, SCAG received reimbursements of \$23.74 million for the Regional Early Action Planning (REAP 1.0) Grant.

1. **CPG Billing: \$42.66 million** to Caltrans for work funded with federal and state grants that were completed from June 2022 to May 2023. Of this amount, \$38.44 million has been received.
2. **FTA Section 5339: \$1.94 million** to FTA Sec. 5339 for work completed by Riverside Transit Agency, Anaheim Transportation Network, Foothill Transit Agency, Sunline Transit Agency, and SCAG's Staff (Sunline project) within period performance of June 2021 to January 2023. Of this amount, \$1.94 million has been received from FTA Sec. 5339 and was offset by the payments to Riverside Transit Agency, Anaheim Transportation Network, Foothill Transit Agency, and Sunline Transit Agency.
3. **ATP Billings: \$1.30 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that were completed from April 2022 to May 2023. Of this amount, \$1.02 million has been received.

4. **OTS Billings: \$1.08 million** to Office of Traffic Safety for work funded with OTS grants that were completed from April 2022 to March 2023. Of this amount, \$1.08 million has been received.
5. **MSRC Billing: \$0.47 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that were completed from January 2020 to February 2023. Of this amount, \$0.42 million has been received.
6. **City of Burbank: \$0.11 million** to City of Burbank for work funded with LEAP funds that were completed from May 2022 to January 2023. Of this amount, \$0.11 million has been received.
7. **DOE-Clean Cities: \$0.11 million** to Department of Energy for work funded with DOE-Clean Cities grant that was completed from April 2022 to March 2023. Of this amount, \$0.11 million has been received.
8. **LACI Billing: \$42,779.48** to LA Cleantech Incubator for work funded with LACI grant that were completed from April 2022 to June 2023. Of this amount, \$26,636.08 has been received.
9. **City of Santa Ana: \$22,500** to City of Santa Ana for work as identified in the scope of work of MOU # M-006-22 that was completed in June 2022. Of this amount, \$22,500.00 has been received.
10. **DOE-UCI: \$13,418.65** to the Regents of the University of California for work funded with DOE-Clean Cities grant that was completed from July 2022 to June 2023. Of this amount, \$4,224.93 has been received.
11. **ATN: \$8,282.92** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that were completed from April 2022 to April 2023. Of this amount, \$795.50 has been received.
12. **WSSCOG: \$5,338.82** to Westside Cities Council of Governments (WSSCOG) for work performed for the tasks and deliverables in Exhibit A.2 of M-005-19 (Measure M Westside Mobility Study Update) that was completed from February 2022 to August 2022. Of this amount, \$4,963.79 has been received.
13. **REAP 1.0: \$23.74 million** in reimbursements have been received from Housing and Community Development (HCD) for the REAP 1.0 grant as of 06/30/23. Approximately \$28.73 million have been expended to date (\$9.80 million during FY23).

BUDGET & GRANTS (B&G):

On July 24, 2023, staff kicked off the FY24 Overall Work Program (OWP) Formal Budget Amendment 01 process and is currently analyzing the proposed changes. Budget Amendment 01 will be presented to the Executive/Administration Committee (EAC) and the Regional Council (RC) for approval in November.



On July 28, 2023, SCAG submitted the FY 2022-23 (FY23) OWP 4th Quarter Progress Report with preliminary expenditures to Caltrans. The 4th Quarter Progress Report with final expenditures and the FY23 OWP Final Work Products will be submitted to Caltrans by August 31, 2023.

Also, staff reviewed and executed the funding agreements for the following new grants, and these funding sources will be added to the FY 24 OWP in the Budget Amendment 01.

- \$500,000 from the Federal Communications Commission (FCC) to support SCAG's Affordable Connectivity Program (ACP) Campaign; and
- \$996,058 from the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant Program to conduct SCAG's Last Mile Project Assessment Study

CONTRACTS

In July 2023, the Contracts Department issued one (1) Request for Proposal; awarded eight (8) contracts; issued fourteen (14) contract amendments; and processed fifty-six (56) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 217 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. It should be noted that for Fiscal Year 2023 staff negotiated a total \$1,628,554 in savings.

ATTACHMENT(S):

1. 090723 CFO CHARTS



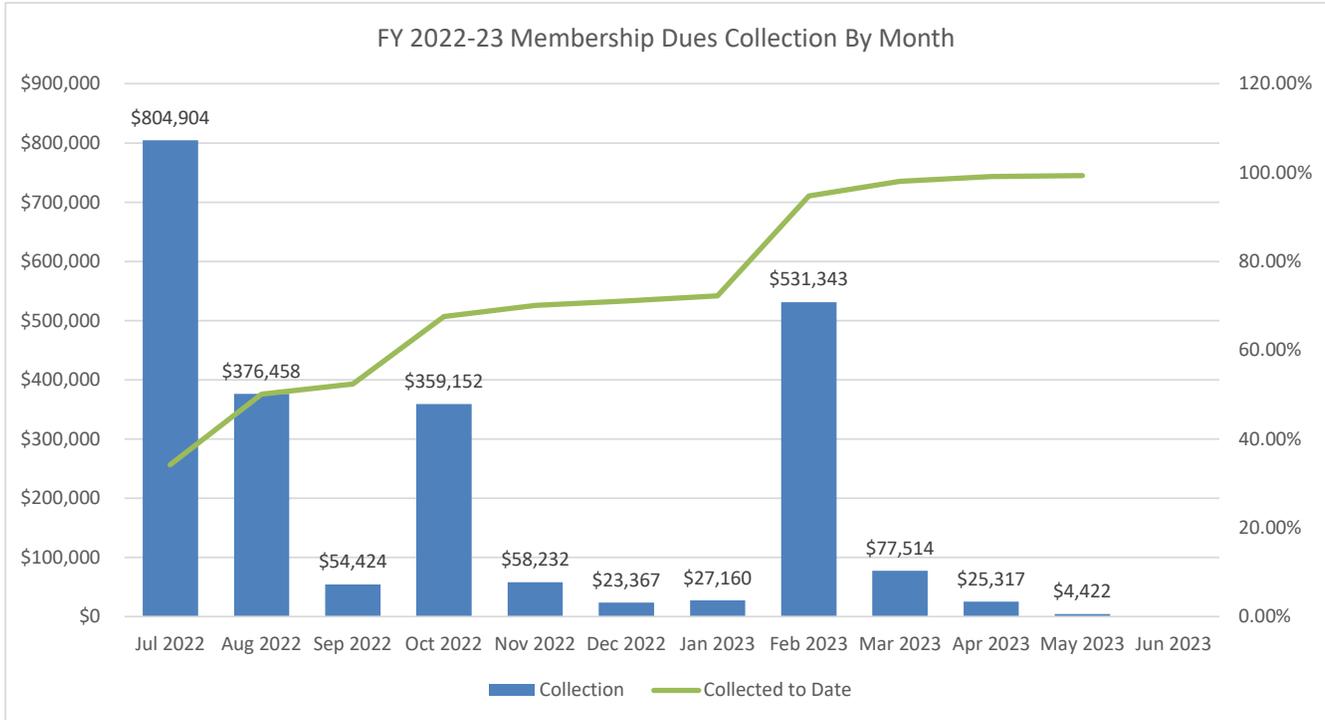
Office of the Chief Financial Officer

Quarterly Report

JUNE 2023



Membership Dues & Collections
July 1, 2022 through June 30th, 2023



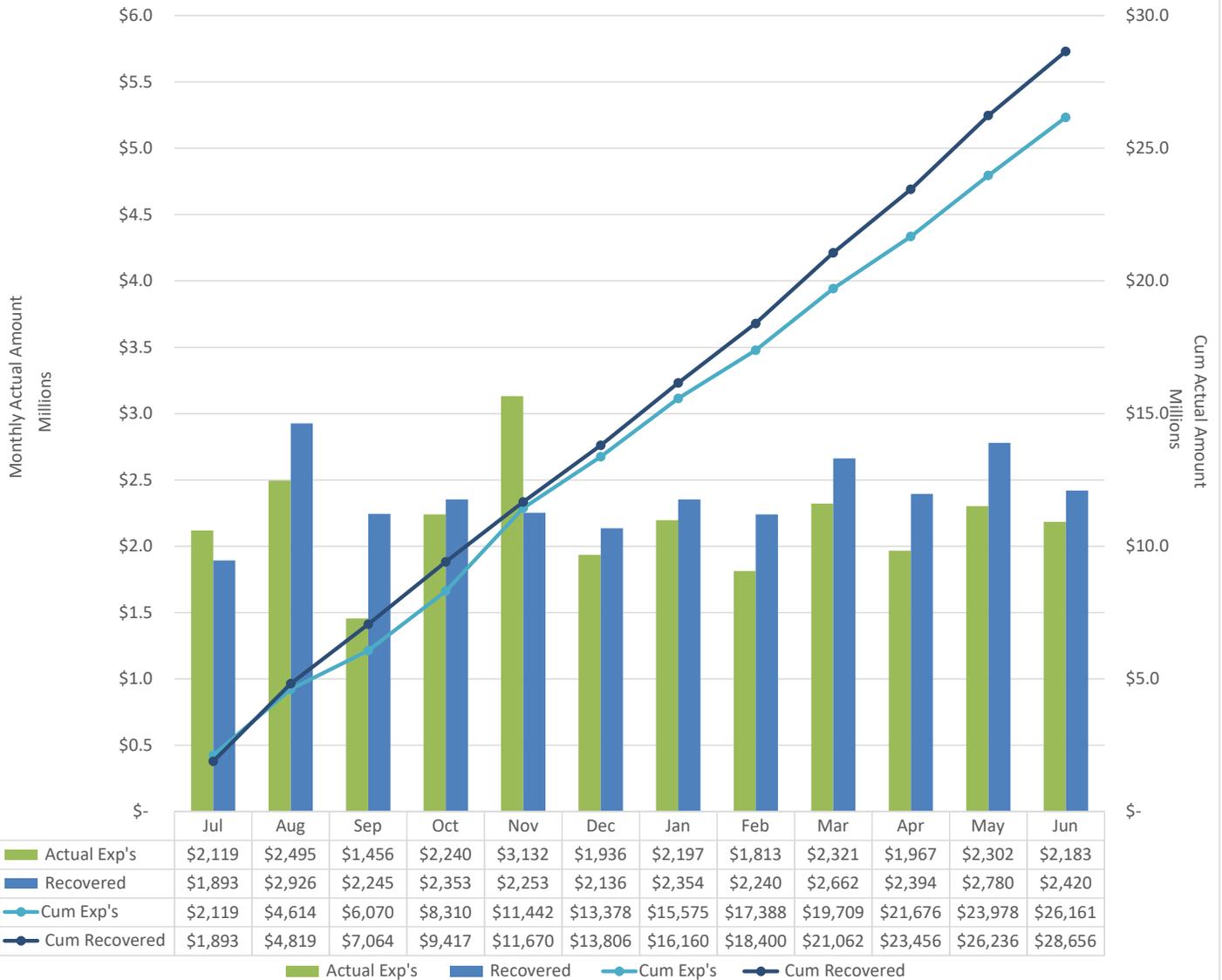
Summary
As of June 30th 2023, 188 cities, 6 counties, 7 commissions and 3 tribal governments had paid their FY23 dues. This represents 99.31% of the dues assessment.

| | |
|----------------------|----------------------------|
| FY23 Membership Dues | <u><u>\$ 2,358,659</u></u> |
| Total Collected | <u><u>\$ 2,342,293</u></u> |
| Percentage Collected | <u><u>99.31%</u></u> |

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2022 through June 30, 2023



Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through June 2023, SCAG was over-recovered by \$2,495,000 due to unspent Indirect Cost budget. The FY 2022-23 IC rate includes a carry-forward of approximately \$2.2 million, which represents an under-recovery of costs from FY 2020-21.



**Consolidated Balance Sheet
As of June 30, 2023**

| | <u>Mar 31, 2023</u> | <u>Jun 30, 2023</u> | <u>Increase/(Decrease)</u> |
|---|--------------------------|--------------------------|--|
| Cash & Investment | 15,950,614 | 8,851,489 | (7,099,125) ⁽¹⁾ |
| Other Assets | <u>22,313,082</u> | <u>26,904,016</u> | 4,590,934 ⁽²⁾ |
| Total Assets | <u>38,263,696</u> | <u>35,755,505</u> | <u>(2,508,191)</u> |
| | - | - | |
| Total Liabilities | <u>17,651,782</u> | <u>14,098,901</u> | <u>(3,552,880)</u> ⁽³⁾ |
| | - | - | |
| Fund Balance | <u>20,611,915</u> | <u>21,656,604</u> | <u>1,044,689</u> |
| | - | - | |
| Total Liabilities & Fund Balance | <u>38,263,696</u> | <u>35,755,505</u> | <u>(2,508,191)</u> |
| | - | - | |

(1) The \$7M decrease in Cash & Investment is primarily due to pending reimbursement of \$6.9M from HCD for REAP 1.0.

(2) The increase in other assets is due to an increase in Accounts Receivable of \$7.7M due to REAP 1.0 advance billing and decrease in Prepaid Expenses of \$977K plus net IC/FB fund over recovery \$2.1M.

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)



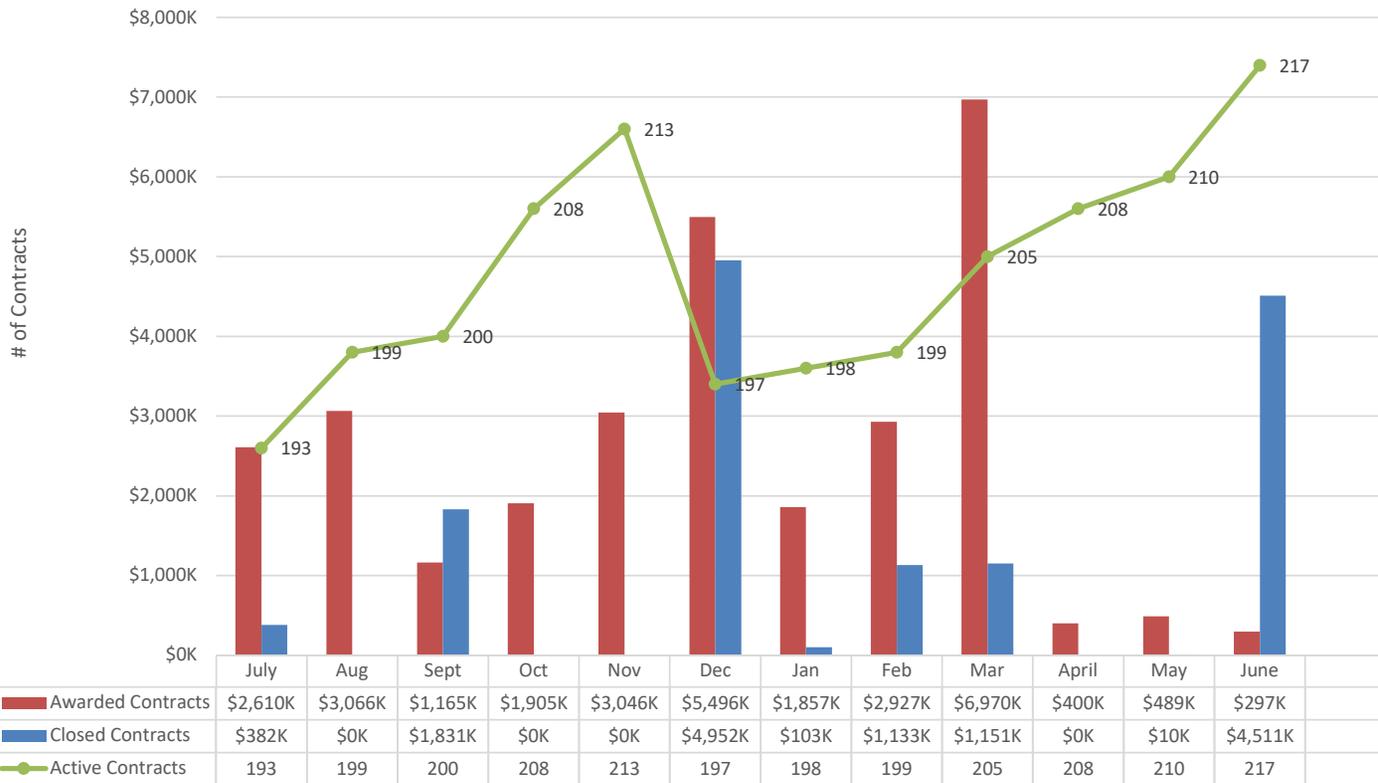
**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended June 30, 2023**

| | July 1, 2022 to Mar 31, 2023 | July 1, 2022 to June 30, 2023 | Increase / (Decrease) | June 2023 Budgetary Comparison Statement | |
|--|---------------------------------|----------------------------------|--------------------------|---|--------------------------|
| | | | | FY 2022-23 Budget | Under / (Over) Budget |
| Revenues | 86,911,446 | 124,640,539 | 37,729,093 | 205,069,403 | 80,428,864 |
| | - | - | | - | |
| Expenditures: | | | | | |
| Salaries & Benefits | 60,980,480 | 82,369,938 | 21,389,458 | 83,647,380 | 1,277,442 |
| Services & Supplies | 21,702,738 | 36,997,683 | 15,294,946 | 121,422,023 | 84,424,340 (1) |
| Total Expenditures | 82,683,218 | 119,367,621 | 36,684,404 | 205,069,403 | 85,701,782 |
| | - | - | | - | |
| Change in Fund Balance | 4,228,228 | 5,272,917 | 1,044,689 | 1,804,784 | (3,468,133) |
| | | - | | | |
| Fund Balance Beginning of the Year | 16,383,687 | 16,383,687 | - | 16,383,687 | - |
| Fund Balance at End of the Period | 20,611,915 | 21,656,604 | 1,044,689 | 18,188,471 | (3,468,133) |
| | - | - | | | |

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year. The \$84.42M expenditure variance and associated revenue variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

SCAG Contracts FY2022-23



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



■ Awarded Contracts
 ■ Closed Contracts
 ● Active Contracts

Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 217 contracts. Thirty-two (32) are Cost Plus Fee contracts; Ninety-five (95) are Lump Sum (formerly Fixed Price) contracts, and the remaining ninety (90) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



SCAG FY23 Q4 Planning Division (Contracts Awarded, Contracts Closed, and Contracts Administered)

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

| | FY23 Q1 | FY23 Q2 | FY23 Q3 | FY23 Q4 |
|------------------------|---------|---------|---------|---------|
| Contracts Awarded | 23 | 10 | 9 | 3 |
| Contract Ended | 6 | 5 | 5 | 10 |
| Contracts Administered | 123 | 123 | 130 | 134 |

Contracts Awarded (3)

| | Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Vendor | Agreement No. | Award Amount |
|----|----------------------------------|---|------------------------|--|---|---------------|--------------|
| 1. | Transportation Planning | SCAG socioeconomic projection for demographic characteristics at small area level | SCAG Region | The primary objective for this project is for the consultant to review SCAG’s current Small Area Secondary Variables Allocation Model (SASVAM) and provide options to improve SCAG’s projection method. Through this project, SCAG intends to enhance its analytical and modeling capability and improve forecasting accuracies. | Cambridge Systematics Inc. | 23-032-C01 | \$145,000 |
| 2. | Active Transportation Planning | ACP Broadband Initiative - Digital Equity Call for Action | SCAG Region | The consultant shall assist SCAG in providing direct resources to communities via the creation of a <i>Go Human</i> Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. The consultant will develop a Toolkit of co-branded collateral (advertising and promotion materials) and | Community Action Partnership of Orange County | 23-031-C01 | 150,000 |

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Vendor | Agreement No. | Award Amount |
|----------------------------------|------------------|------------------------|---|---------------------------------|-------------------------|--------------|
| | | | advertising strategies and pilot the Toolkit with up to three (3) target communities in the SCAG region. | | | |
| 3. Transportation Planning | Economic Advisor | SCAG Region | The consultant shall provide economic advisory services to support SCAG's overall planning activities and ongoing economic analysis and communicate SCAG's planning activities to stakeholders. | Tech Coast Consulting Group LLC | 23-020-C01 | \$57,833 |
| | | | | | Total: \$352,833 | |

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

Contracts Closed (10)

| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|-----------------------------------|------------------------|--|-------------------------------|----------------|--------------|
| 1. Regional Early Action Plan | Housing Policy Leadership Academy | SCAG Region | The Housing Policy Leadership Academy (HPLA) program was funded by the State’s Regional Early Action Planning (REAP) grant program and supports the region’s efforts in response to recent state investments in planning to accelerate housing production and meet the goals of the Regional Housing Needs Allocation (RHNA). In partnership with the Global Policy Leadership Academy, the academy offered a 10-session free, virtual course to 322 people in the region, including elected officials, local staff, business leaders, housing advocates, and community leaders. Of the people who participated in HPLA, 154 participants completed the program. Graduates include 18 mayors and city council members, seven policy advisors, six planning commissioners, and 23 planning and housing department professionals representing 34 jurisdictions. Participants left the program understanding how different policy solutions shape both the physical and | Lesar Development Consultants | 21-047-MRFP-01 | \$815,82 |

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|--------------|------------------------|--|------------|---------------|--------------|
| | | | <p>social landscape and capacity to produce housing for all. These participants are prepared to proactively contribute to accelerating housing production.</p> <p>Participants work concluded with a culminating research project and policy proposal. Some members indicated voluntarily continuing to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations. Popular proposal topics included ADU incentivization plans, building community ownership through community land trusts, and incorporating overlay zones to allow for more affordable housing to be built. Notable proposals with plans to move forward aim to re-zone a publicly owned courthouse parking lot in the San Fernando Valley for affordable housing, establish a Coachella Valley Community Land Trust, develop a limited equity housing cooperative in Santa Ana, and establish an overlay zone that would</p> | | | |

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**SCAG FY23 Q4 Planning Division
(Contracts Awarded, Contracts Closed, and Contracts Administered)**

| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|--|--|--|----------------------------------|----------------|--------------|
| | | | <p>allow faith institutions to develop their land for affordable housing in Fullerton.</p> <p>Alongside the training program, SCAG hosted a series of four forums, open to the public, on housing policy issues and trends, federal and state housing legislation, funding trends and homeownership. Recordings of the sessions can be accessed here.</p> | | | |
| 2. Regional Early Action Plan | West Side Cities Council of Governments (WSCCOG) Subregional Partnership Project | County of Los Angeles (City of Beverly Hills, Culver City, City of Santa Monica, West Hollywood, the western portion of the City of Los Angeles, Council Districts 5 and 11, and the County of Los Angeles, Supervisorial Districts 3 and 4) | The REAP 1.0 program aims to address barriers to housing development, increase housing in strategic areas, and promote affordable housing production. Projects such as the <i>Westside Development Constraints Cost and Land Use Regulation Policy Actions</i> (MRFP 04) and the <i>Westside Subregional Housing Funding Program</i> (MRFP-22) projects collaboratively address barriers to housing development, increasing housing in jobs and transit-rich areas The projects support the acceleration of affordable housing unit production, and the potential for replicating successful strategies in other regions | Economic Consultants Oregon Ltd. | 21-047-MRFP-22 | \$105,51 |

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| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|--|--|--|--------------|----------------|--------------|
| | | | <p>facing similar challenges. The Digitized Utility Housing Tool MRFP 12) for the City of Palmdale in the North Los Angeles County area is an example of a tool that can be replicated. This project created an online interactive data viewing tool to provide information on housing-supportive utilities that are normally fragmented across several agencies, which can act as a barrier to new housing production. While the project focuses on one particular jurisdiction and its nearby areas, the project's information sharing tool has the potential to be replicated throughout the SCAG region. The tool can be recreated in areas where there are high costs of development due to uncertainty of housing-supportive infrastructure.</p> | | | |
| 3. Regional Early Action Plan | West Side Cities Council of Governments (WSCCOG) Subregional Partnership Project | County of Los Angeles (City of Beverly Hills, Culver City, City of Santa Monica, West Hollywood, the western | See Project Description for 21-047-MRFP-22 above | Arup US Inc. | 21-047-MRFP-04 | \$148,51 |

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**SCAG FY23 Q4 Planning Division
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|----------------------------------|---|---|---|------------------------------|----------------|--------------|
| | | portion of the City of Los Angeles, Council Districts 5 and 11, and the County of Los Angeles, Supervisorial Districts 3 and 4 | | | | |
| 4. Regional Early Action Plan | REAP MRFP 12 (Contract) - Housing Tool | City of Palmdale, unincorporated Los Angeles County areas within the City's outer boundary, and unincorporated Los Angeles County areas adjacent to City boundaries | The consultant shall development a Digital Utility Data Inventory Tool for Housing which will entail a comprehensive utility data inventory and an interactive online viewing tool showing built and future master planned utility infrastructure supportive of housing development in the Palmdale area. | Black And Veatch Corporation | 21-047-MRFP-12 | \$201,250 |
| 5. Transportation Planning | Regional TDM Data Clearinghouse and Standards | SCAG Region | In 2019, SCAG adopted the region's first TDM Strategic Plan, which identified TDM policies and programs to increase the efficiency of the transportation system, reducing vehicle miles traveled and greenhouse gas emissions through alternative modes of travel. For this project, SCAG worked with a consultant to | Cambridge Systematics Inc. | 20-048-C01 | \$337,650 |

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|----------------------------------|--------------|------------------------|---|------------|---------------|--------------|
| | | | <p>implement recommendations from the Strategic Plan- specifically, developing TDM data standards to inform the future development of a TDM data clearinghouse. This work addressed the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. SCAG developed a set of standards around data collection for the region as well as recommendations for a TDM data clearinghouse that when implemented would capture and house this data. These data standards will allow public and private sector partners to consistently document the benefits of TDM strategies. These data standards will help provide the region with accessible and consistent local data to support estimates of GHG emissions reductions from various strategies. The TDM data clearinghouse could also support SCAG's partners in their efforts to mitigate VMT in compliance with SB 743. This may improve SCAG's ability to document the success of TDM</p> | | | |

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**SCAG FY23 Q4 Planning Division
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| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|--|------------------------|--|-----------------------|---------------|--------------|
| | | | strategies during the development of future Regional Transportation Plan / Sustainable Community Plans (RTP/SCS). | | | |
| 6. Transportation Planning | City of Cerritos Remote Services Enhancement Project | City of Cerritos | The City of Cerritos pilot project, as a part of the Future Communities Pilot Program (FCPP), implemented an online permitting platform for the primary purpose of reducing vehicle miles traveled and greenhouse gas emissions. The consultant contract was critical to developing and implementing the tool. However, the benefits of this project extend far beyond the primary purpose to include optimizing the permit process and online systems; accelerating the speed of processing times and approval times; ensuring efficient use of staff time and resources; collecting valuable data and insights into trip reductions; providing best practice standards for other agencies in the region; improving city resources and making them more accessible; removing single-occupancy vehicles from our road network; and lastly, | HR Green Pacific Inc. | 20-082-C01 | \$535,72 |

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**SCAG FY23 Q4 Planning Division
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|----------------------------------|--------------------|------------------------|---|---|----------------|--------------|
| | | | helping the State to reach it's climate goals. | | | |
| 7. Transportation Planning | Regional Forecast | SCAG Region | Having this expert adviser available has increased the agency's depth of knowledge around statewide economic and housing trends and helped staff make the right choice at several critical junctures during the growth forecasting process and its communication externally. A prime example is higher jobs forecast than was called for by the Demographic Panel of Experts in 2021—which was proven more accurate by mid-2023. This experience facilitated a much smoother Local Data Exchange (LDX) process between SCAG and local jurisdictions. In addition, this consultant has variously assisted on related media requests, legislation, and RHNA reform. | Center For Continuing Study of California Economy | 21-052-C01 | \$45,64 |
| 8. Regional Early Action Plan | Heart of Hollywood | SCAG Region | The consultant shall provide planning assistance to help jurisdictions implement and adopt Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts. Specifically, this | HR and A Advisors Inc. | 21-047-MRFP-11 | \$219,58 |

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|----------------------------------|--------------------------------|------------------------|---|------------------------------|---------------|--------------|
| | | | project is intended to accelerate housing production, community need, and implementation, and can serve as best practices for cities in the region. | | | |
| 9. Transportation Planning | I-710 Mobility Hubs Plan | County of Los Angeles | SCAG is partnering with County of Los Angeles, Cal State Los Angeles, the City of Los Angeles, and the I-710 North Mobility Hubs Working Group to improve mobility between the South Pasadena Gold Line and Union Stations, Los Angeles County Public Works Headquarters, and Cal State Los Angeles. This study shall address congestion around the I-710N terminus. The consultant shall develop an I-710N Mobility Hubs Plan (Plan) which includes evaluating existing projects and plans, identifying the availability of different modes of transportation, assessing placemaking strategies and amenities, analyzing multimodal supportive infrastructure, identifying appropriate locations, and future mobility trends to address mobility improvements. | Alta Planning + Design, Inc. | 21-043-C01 | \$399,96 |
| 10. Transportation Planning | Westside Mobility Study Update | County of Los Angeles | Consistent with the requirements of the Caltrans Planning Grant and Measure M that funds this project, the consultant shall update the 2003 | Fehr And Peers | 20-014-C01 | \$317,36 |

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**SCAG FY23 Q4 Planning Division
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| Major SCAG Program or Initiative | Project Name | Region/Agency Serviced | Project Description | Consultant | Agreement No. | Award Amount |
|----------------------------------|--------------|------------------------|---|------------|---|--------------|
| | | | <p>Westside Mobility Study to reflect current transit related infrastructure improvements and future mobility trends, such as first/last mile connectivity, active transportation, and emerging mobility technologies. The update to the 2003 study shall also identify new inter-jurisdictional projects and investments that address issues for all transportation modes, as well as improve access to the Westside for disadvantaged communities to reduce greenhouse gas (GHG) emissions and promote social equity.</p> | | | |
| | | | | | <p align="right">Total: \$3,127,000</p> | |

Attachment: 090723 CFO CHARTS [Revision 2] (CFO Monthly Report)

**SCAG FY23-FY24 Forecast of Procurements
(Planning Division Only)**

| Project | Description | Project Range | Projected RFP Date |
|---|---|--|--------------------|
| | | Small: \$199K or less Medium: \$200K - \$499K Large: \$500K or greater | |
| SCAG Regional Travel Survey | Travel Survey for SCAG region. The data will be used for updating SCAG travel demand model. | Large | July-September |
| Priority Agricultural Lands | Assess the resilience & economic benefits of agricultural lands | Small | July-September |
| Land Use Alternatives Development (FY23 SB 1 Formula) | Water Action Resolution Whitepaper | Medium | July-September |
| Highways to Boulevards Regional Study (FY22 SB 1 Formula) | Plan for replacing aging highways with facilities that better support community needs, particularly in historically underserved areas. Identify and evaluate urban highways for potential conversion to city streets or "capping" projects. | Large | July-September |
| LIST - General Plan Technical Assistance, RDP Technical Assistance, or Local Data Exchange Technical Assistance | To provide technical assistance on various tools and resources within RDP to local jurisdictions in the region. In addition to demo/training, the consultant shall provide office hours and technical analysis (per request) | Medium | October-December |

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

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

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

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

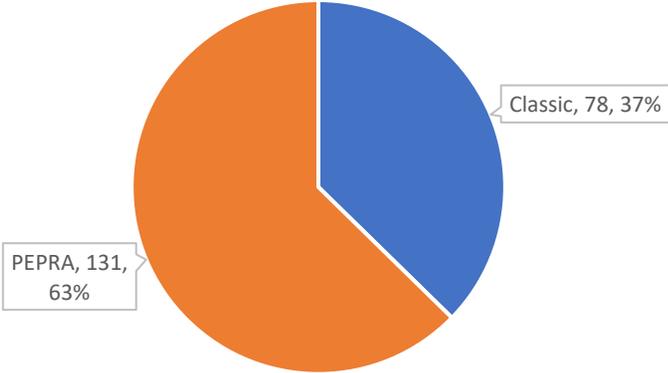
CFO Report

As of July 1, 2023

Staffing Update

| Division | Authorized Positions | Filled Positions | Vacant Positions | Interns/Temps | Agency Temps | Volunteers | Total |
|------------------------|----------------------|------------------|------------------|---------------|--------------|------------|------------|
| Executive Office | 9 | 9 | 0 | 0 | 0 | 0 | 9 |
| Human Resources | 13 | 12 | 2 | 0 | 0 | 0 | 12 |
| Legal Services | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| Finance | 37 | 31 | 6 | 0 | 0 | 0 | 31 |
| Information Technology | 30 | 27 | 3 | 1 | 0 | 0 | 28 |
| Gov. & Public Affairs | 26 | 20 | 6 | 1 | 0 | 0 | 21 |
| Planning & Programs | 114 | 107 | 7 | 5 | 0 | 1 | 113 |
| Total | 231 | 209 | 24 | 7 | 0 | 1 | 217 |

CalPERS Membership



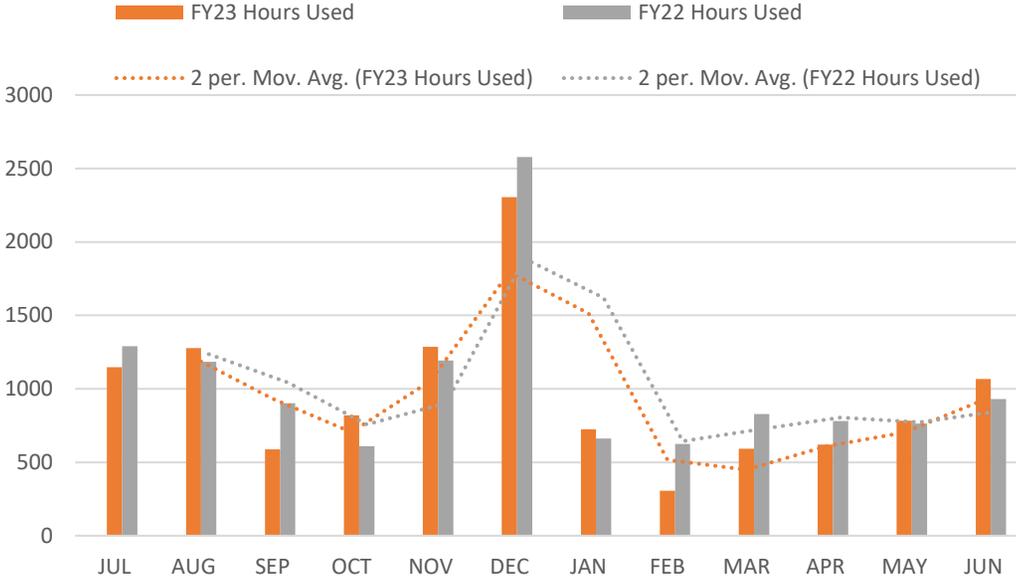
CFO Report

As of July 1, 2023

Vacation Update

Vacation Usage FY23

| | Hours Used | Cost |
|-------------------|------------|---------------|
| Total | 11,517.75 | \$ 633,845.24 |
| Average | 77.82 | \$ 4,282.74 |
| # of Staff | 148 | |
| % of Staff | 71.15% | |



Vacation Cash Out Pilot Program Usage

| | FY23 Hours Used | FY23 Cost | FY22 Hours Used | FY22 Cost |
|-------------------|-----------------|--------------|-----------------|--------------|
| Total | 1310 | \$ 95,472.10 | 880.00 | \$ 63,892.80 |
| Average | 40 | \$ 2,808.17 | 38.26 | \$ 2,777.95 |
| Lowest | 40 | \$ 1,413.30 | 20 | \$ 1,227.00 |
| Highest | 40 (max) | \$ 6,140.80 | 40 (max) | \$ 5,902.40 |
| # of Staff | 30 | | 22 | |
| % of Staff | 14.42% | | 12.29% | |

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