



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

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Human Development  
Jorge Marquez, Covina

Energy & Environment  
David Pollock, Moorpark

Transportation  
Cheryl Viegas-Walker, El Centro

## SPECIAL MEETING MEETING NO. 632

# REGIONAL COUNCIL

### REMOTE PARTICIPATION ONLY

**Thursday, May 6, 2021**  
**8:30 a.m. – 10:00 a.m.**

#### **To Watch or View Only:**

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

#### **To Participate on Your Computer:**

**<https://scag.zoom.us/j/97932943020>**

#### **To Participate by Phone:**

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

**Meeting ID: 979 3294 3020**

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

### **PUBLIC ADVISORY**

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

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

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

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

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

2. If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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

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## Instructions for Participating in the Meeting

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### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/97932943020>
2. 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.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 979 3294 3020**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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### RC - Regional Council *Members – May 2021*

1. **Hon. Rex Richardson**  
President, Long Beach, RC District 29
2. **Hon. Clint Lorimore**  
1st Vice President, Eastvale, RC District 4
3. **Hon. Jan C. Harnik**  
2nd Vice President, RCTC Representative
4. **Hon. Alan Wapner**  
Imm. Past President, SBCTA Representative
5. **Hon. Cindy Allen**  
Long Beach, RC District 30
6. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
7. **Hon. Sean Ashton**  
Downey, RC District 25
8. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
9. **Hon. Kathryn Barger**  
Los Angeles County
10. **Hon. Megan Beaman-Jacinto**  
Coachella, RC District 66
11. **Hon. Ben Benoit**  
Air District Representative
12. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
13. **Hon. Bob Blumenfield**  
Los Angeles, RC District 50
14. **Hon. Mike Bonin**  
Los Angeles, RC District 58
15. **Hon. Drew Boyles**  
El Segundo, RC District 40

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- 16. Hon. Art Brown**  
Buena Park, RC District 21
- 17. Hon. Lorrie Brown**  
City of Ventura, RC District 47
- 18. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 19. Hon. Joe Buscaino**  
Los Angeles, RC District 62
- 20. Hon. Juan Carrillo**  
Palmdale, RC District 43
- 21. Hon. Michael Carroll**  
Irvine, RC District 14
- 22. Hon. Gilbert Cedillo**  
Los Angeles, RC District 48
- 23. Hon. Letitia Clark**  
Tustin, RC District 17
- 24. Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
- 25. Hon. Kevin de León**  
Los Angeles, District 61
- 26. Hon. Steve DeRuse**  
La Mirada, RC District 31
- 27. Hon. Paula Devine**  
Glendale, RC District 42
- 28. Hon. Diane Dixon**  
Newport Beach, RC District 15
- 29. Hon. Margaret Finlay**  
Duarte, RC District 35
- 30. Hon. Alex Fisch**  
Culver City, RC District 41
- 31. Hon. Eric Garcetti**  
Member-at-Large

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- 32. Hon. James Gazeley**  
Lomita, RC District 39
- 33. Sup. Curt Hagman**  
San Bernardino County
- 34. Hon. Ray Hamada**  
Bellflower, RC District 24
- 35. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
- 36. Hon. Mark Henderson**  
Gardena, RC District 28
- 37. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 38. Hon. Peggy Huang**  
TCA Representative
- 39. Hon. Mike Judge**  
VCTC Representative
- 40. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 41. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 42. Hon. Paul Koretz**  
Los Angeles, RC District 52
- 43. Hon. Paul Krekorian**  
Los Angeles, RC District 49
- 44. Hon. John Lee**  
Los Angeles, RC District 59
- 45. Randall Lewis**  
Business Representative, Non-Voting Member
- 46. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 47. Hon. Steven Ly**  
Rosemead, RC District 32

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- 49. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 50. Hon. Jorge Marquez**  
Covina, RC District 33
- 51. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 52. Hon. Nury Martinez**  
Los Angeles, RC District 53
- 53. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 54. Hon. Larry McCallon**  
Highland, RC District 7
- 55. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 56. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 57. Sup. Holly Mitchell**  
Los Angeles County
- 58. Hon. Maria Nava-Froelich**  
ICTC
- 59. Hon. Frank Navarro**  
Colton, RC District 6
- 60. Hon. Kim Nguyen**  
Garden Grove, RC District 18
- 61. Hon. Mitch OFarrell**  
Los Angeles, RC District 60
- 62. Hon. Trevor O'Neil**  
Anaheim, RC District 19
- 63. Hon. Hector Pacheco**  
San Fernando, RC District 67

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- 64. Sup. Luis Plancarte**  
Imperial County
- 65. Hon. David Pollock**  
Moorpark, RC District 46
- 66. Hon. Michael Posey**  
Huntington Beach, RC District 64
- 67. Hon. Curren Price**  
Los Angeles, RC District 56
- 68. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 69. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 70. Sup. Carmen Ramirez**  
Ventura County
- 71. Hon. Mark Ridley-Thomas**  
Los Angeles, RC District 57
- 72. Hon. Deborah Robertson**  
Rialto, RC District 8
- 73. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
- 74. Hon. Ali Saleh**  
Bell, RC District 27
- 75. Hon. Tim Sandoval**  
Pomona, RC District 38
- 76. Hon. Rey Santos**  
Beaumont, RC District 3
- 77. Hon. Zak Schwank**  
Temecula, RC District 5
- 78. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 79. Hon. Tim Shaw**  
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**80. Hon. Marty Simonoff**

Brea, RC District 22

**81. Hon. Jose Luis Solache**

Lynwood, RC District 26

**82. Sup. Karen Spiegel**

Riverside County

**83. Hon. Steve Tye**

Diamond Bar, RC District 37

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

El Centro, RC District 1

**85. Sup. Donald Wagner**

Orange County

**86. Hon. Frank A. Yokoyama**

Cerritos, RC District 23

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## REGIONAL COUNCIL AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Thursday, May 6, 2021**  
**8:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Rex Richardson, President)*

### **PUBLIC COMMENT PERIOD**

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

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

#### **ACTION/DISCUSSION ITEM/S**

1. Resolution No. 21-632-2 Approving the Fiscal Year 2021-22 Final Comprehensive Budget  
*(Cindy Giraldo, Chief Financial Officer)*

#### **RECOMMENDED ACTION:**

Recommended that the Regional Council: 1) Adopt the Fiscal Year 2021-22 (FY 2021-22) Final Comprehensive Budget and corresponding Resolution 21-632-2, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly; and 2) Authorize the submittal of the FY 2021-22 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

2. Racial Equity Early Action Plan  
*(Kome Ajise, Executive Director)*

#### **RECOMMENDED ACTION:**

Recommend that the Regional Council adopt the proposed Racial Equity Early Action Plan, which will guide and sustain SCAG's regional leadership in service of equity and social justice.

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### Approval Items

3. Minutes of the Meeting - April 1, 2021
4. Approval for Additional Stipend Payments
5. Resolution No. 21-632-1 Approving the Recommended Project List for the 2021 SCAG Regional Active Transportation and Sustainable Communities Program – Active Transportation and Safety
6. Resolution No. 21-632-3 Approving Amendment 4 to the FY 2020-21 Overall Work Program Budget
7. Contract Amendment Greater than \$75,000, Contract No. 19-034-C01, SCAG Integrated Passenger and Freight Forecast, Amendment No. 4
8. Contract Amendment Greater than 30% of the contracts original value, Contract No. 21-045-C01, Protective Glass Installation, Amendment No. 1
9. Contracts \$200,000 or Greater: Contract No. 21-033-C01, Travel Demand Model Improvement and Validation
10. Contracts \$200,000 or Greater: Contract No. 21-037-C01, Regional Dedicated Transit Lanes Study
11. SCA 2 (Allen) - Public Housing Projects
12. SB 9 (Atkins) - Duplex Approvals
13. SB 10 (Wiener) – CEQA Exemption for Up-Zoning up to 10 Units
14. SCAG Memberships and Sponsorships

### Receive and File

15. May 2021 State & Federal Legislative Update
16. CFO Monthly Report

### **INFORMATION ITEM**

17. Inclusive Economic Recovery Strategy - Summary and Draft Recommendations

### **BUSINESS REPORT**

*(Randall Lewis, Ex-Officio Member)*

### **PRESIDENT'S REPORT**

*(The Honorable Rex Richardson, President)*

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

*(Kome Ajise Executive Director)*

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**ANNOUNCEMENT/S**

**ADJOURNMENT**

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AGENDA ITEM 1  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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: Resolution No. 21-632-2 Approving the Fiscal Year 2021-22 Final  
Comprehensive Budget

**RECOMMENDED ACTION:**

Recommended that the Regional Council: 1) Adopt the Fiscal Year 2021-22 (FY 2021-22) Final Comprehensive Budget and corresponding Resolution 21-632-2, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly; and 2) Authorize the submittal of the FY 2021-22 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On March 3 and 4, 2021, the EAC and RC, respectively, approved the FY 2021-22 Draft Comprehensive Budget which included the Draft Overall Work Program (OWP) and the General Fund Budget. Additionally, the Regional Council authorized the release of the Draft OWP for a 30-day public comment period, and transmittal of the FY 2021-22 General Fund Budget and Membership Dues Assessment to the SCAG General Assembly for adoption on May 6, 2021.*

*The FY 2021-22 Final Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. The Draft OWP was submitted to Caltrans, FHWA and FTA for their review and comment. The comments received from Caltrans were addressed and incorporated into the FY 2021-22 Final OWP.*

*Staff recommends approval of the FY 2021-22 Final Comprehensive Budget, including the OWP and the General Fund Budget, in the amount of \$147.1 million, which is \$0.7 million or 0.5% less*



than the Draft Comprehensive Budget. The changes between the Draft and Final Budget are summarized in Tables 1 and 2 below.

**DISCUSSION:**

The FY 2021-22 Final Comprehensive Budget is \$147.1 million, \$0.7 million less than the Draft Comprehensive Budget. Table 1 provides a summary of revenue changes between the Draft and Final Budget. The changes to revenue resulted in a net decrease of \$0.7 million. The most significant change is a decrease in FHWA PL revenues available for FY22 because the final Consolidated Planning Grant (CPG) allocation for FY21 issued by Caltrans in February 2021 was lower than estimated.

REVENUES	FY22 Draft	Draft vs Final	FY22 Final	
FHWA PL - Metropolitan Planning	\$ 22,450,065	(1,000,000)	\$ 21,450,065	Reduced estimated carryover
FTA 5303 - Metropolitan Planning	\$ 17,965,396	-	\$ 17,965,396	
FHWA SPR - Strategic Partnerships Grants	\$ 997,365	-	\$ 997,365	
FTA 5304 - Sustainable Communities Grants	\$ 449,146	-	\$ 449,146	
FEDERAL OTHER	\$ 10,139,159	90,000	\$ 10,229,159	Added new grant from DOE
SB 1 - Sustainable Communities Formula Grants	\$ 12,387,815	(2)	\$ 12,387,813	Adjusted grant balance for FY22 SB 1
SB 1 - Sustainable Communities Competitive Grants	\$ -	-	\$ -	
SHA - Sustainable Communities Grants	\$ 651,283	-	\$ 651,283	
AB 101 - Regional Early Action Planning Grants	\$ 11,867,755	-	\$ 11,867,755	
MSRC Last Mile Freight Grant	\$ 10,000,000	-	\$ 10,000,000	
STATE OTHER	\$ 3,941,739	6,617	\$ 3,948,356	Adjusted grant balance for ATP
TDA	\$ 8,222,336	-	\$ 8,222,336	
IN-KIND COMMITMENTS	\$ 4,529,697	33,992	\$ 4,563,689	Increased in-kind commitments
CASH/LOCAL OTHER	\$ 41,384,279	133,383	\$ 41,517,662	Increase local commitments to support grants
GENERAL FUND	\$ 4,213,001	-	\$ 4,213,001	
INDIRECT COST CARRYFORWARD	\$ (1,386,985)	-	\$ (1,386,985)	
<b>TOTAL</b>	<b>\$ 147,812,051</b>	<b>\$ (736,010)</b>	<b>\$ 147,076,041</b>	

Table 2 provides a summary of expenditures changes between the Draft and Final Budget. The changes to expenditures resulted in a net decrease of \$0.7 million. The most significant changes are a decrease in Other Costs for resources/materials and a reduction in consultant costs.

**Table 2. FY 2021-22 Expenditures**

EXPENDITURES	FY22 Draft	Draft vs Final	FY22 Final	
SALARIES & BENEFITS	\$ 31,870,638	-	\$ 31,870,638	
CONSULTANTS	\$ 45,295,523	(382,282)	\$ 44,913,241	Decreased consultant budget in various projects
NON-PROFITS/IHL	\$ 776,245	157,000	\$ 933,245	Increased non-profit/universtiy partnerships
PASS-THROUGH PAYMENTS	\$ 9,191,406	-	\$ 9,191,406	
IN-KIND COMMITMENTS	\$ 4,529,697	33,992	\$ 4,563,689	Increased in-kind commitments
CASH/LOCAL OTHER	\$ 40,678,773	-	\$ 40,678,773	
OTHER COSTS	\$ 13,518,581	(544,720)	\$ 12,973,861	Decreased other costs
CAPITAL & DEBT SERVICE	\$ 1,951,188	-	\$ 1,951,188	
<b>Total</b>	<b>\$ 147,812,051</b>	<b>\$ (736,010)</b>	<b>\$ 147,076,041</b>	

Overall Work Program (OWP)

The Draft OWP was released for a 30-day public comment period, from March 5 to April 5, 2021, and submitted to Caltrans, FHWA and FTA for their review and comment. No comments were received from the general public. The comments received from Caltrans were addressed and incorporated into the Final OWP. Following approval of the EAC and RC, the FY 2021-22 Final OWP will be submitted to Caltrans by May 15, 2021.

**The Final OWP budget is \$94.1 million, \$0.7 million less than the Draft OWP budget. Attachment 4 includes a list of budget changes for the Final OWP.** The work program budget includes: \$39.4 million for FHWA PL and FTA 5303 metropolitan planning formula funds; \$12.4 million for Senate Bill (SB) 1 Sustainable Communities grants; \$11.9 million for the Regional Early Action Planning (REAP) grant program; \$10 million for the Last Mile Freight Delivery grant program; \$7.6 million for Transportation Development Act (TDA) funds; \$7.0 million for other state and federal grants; and \$5.8 million for third party contributions for various transportation planning and local assistance projects. The OWP expenditures are described beginning on page 19 of the Comprehensive Budget.

FTA Grant Budget

**There is no change between the draft and final budget for the FTA grant program.** The budget includes \$49.8 million for FTA Section 5339 and Section 5312 grant funds awarded to transit operators to replace, rehabilitate, and purchase buses as well as to construct related facilities and purchase related equipment. As the designated recipient, SCAG is responsible to apply for and pass-through grant funds to the eligible agencies. The proposed budget supports projects with Anaheim Transportation Network, Riverside Transit Agency, Sunline Transit Agency, Metropolitan Transportation Authority and Foothill Transit. The FTA expenditures are described beginning on page 40 of the Comprehensive Budget.

TDA Budget

**There is no change between the draft and final TDA budget.** The TDA budget includes \$7.8 million for consultant and staff related costs to support regional transportation planning projects and \$0.4



million debt service payments. The TDA expenditures are described beginning on page 41 of the Comprehensive Budget.

General Fund Budget and Membership Assessment

**There is no change between the draft and final budget for the General Fund and Membership Assessment.** The General Fund budget is primarily funded by the annual membership dues assessment for all members of SCAG. Member dues are calculated in accordance with the guidelines in Article VIII of the SCAG Bylaws. The FY22 Membership Assessment is \$2.1 million, \$0.2 million more than the draft member dues presented to the EAC and RC in March. This membership assessment includes 179 cities and 6 counties that have paid their FY21 member dues. When the membership assessment schedule was finalized, there were 9 member cities had not paid their FY21 dues and 3 cities that were not members. The General Fund budget is \$4.2 million, and includes \$1.5 million for information technology capital, provides funding for the RC and its subcommittees for the costs of stipends and travel, and other costs which are otherwise not allowable charges to the grants. The General Fund expenditures are described beginning on page 43 and the Membership Assessment Schedule is included on page 56 of the Comprehensive Budget.

Indirect Cost Budget

**There is no change between the draft and final budget for the Indirect Cost program.** The Indirect Cost budget provides funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program. The Indirect Cost budget is \$23.9 million, and the expenditures are described beginning on page 49 of the Comprehensive Budget.

Staff developed the FY 2021-22 Indirect Cost Allocation Plan (ICAP) based on Caltrans guidelines. The proposed indirect cost rate is 141.31%. The final ICAP will be submitted to Caltrans for approval by May 31, 2021. The indirect costs that are allocated to the salaries in the OWP and General Fund are \$25.3 million. The difference between the indirect cost budget and the allocated indirect costs is approximately \$1.4 million, which represents an under recovery of costs from FY 2019-20. The under recovery is carried forward, as an adjustment to the calculation of the indirect cost rate, in the FY 2021-22 ICAP.

Salaries and Benefits Budget

The draft budget presented to the EAC and RC in March included salaries and benefits costs for 183 positions in the amount of \$31.8 million. **The final budget includes funding for the extension of three limited term positions for 1 year to support the implementation of Connect SoCal.** The costs associated with the limited term positions are approximately \$777,000 and will be covered by grant funds. No changes are proposed to fringe benefits budget presented in March. The proposed fringe benefits rate for FY 2021-22 is 78.24% and it is applied to all salaries in the OWP, General Fund and Indirect Cost budget. The fringe benefits are described beginning on page 47 of the Comprehensive Budget.



### Salary Schedule

**Included in the final budget is an updated salary schedule reflecting new classifications for two positions in the Information Technology (IT) division and one position in the Planning division.** The new IT classifications were added after identifying gaps in the division for positions that would provide leadership and oversight to SCAG's applications. One position will lead the administration of SCAG's GIS applications and the other position will lead the administration of SCAG's Enterprise Resource Planning, Financial Management System, and Customer Relationship Management applications. The new planning classification will support the Planning Director in management and administration activities including serving as the lead within the division for work plan and budget development, process improvement initiatives, internal communications, organization and staff development initiatives, and intra-agency coordination.

### **FISCAL IMPACT:**

The FY 2021-22 Comprehensive Budget serves to guide the management of the agency's financial resources. The OWP is SCAG's transportation planning grant application for federal and state funds and contract for the state fiscal year, July 1 through June 30. Approval of the budget document will allow SCAG to receive federal and state planning funds for FY 2021-22.

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

1. Resolution No. 21-632-2
2. FY 2021-22 Final Comprehensive Budget
3. FY 2021-22 Final OWP - List of Budget Changes



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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Community, Economic &  
Human Development  
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Energy & Environment  
David Pollock, Moorpark

Transportation  
Cheryl Viegas-Walker, El Centro

**RESOLUTION NO. 21-632-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS ADOPTING  
THE FISCAL YEAR 2021-22 COMPREHENSIVE BUDGET**

**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.; and

**WHEREAS**, SCAG has developed the Fiscal Year (FY) 2021-22 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Capital and Debt Service Budget; the General Fund Budget; the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

**WHEREAS**, the OWP is the basis for SCAG’s annual regional planning activities and budget; and

**WHEREAS**, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), the Sustainable Transportation Planning Grants, and the Adaptation Planning Grants; and

**WHEREAS**, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

**WHEREAS**, SCAG’s Regional Council authorized release of the FY 2021-22 Draft OWP for a thirty-day public comment period on March 4, 2021, and submitted the Draft OWP to Caltrans, the Federal Transportation Agency and the Federal Highway Administration for review and comment. All comments received to the Draft OWP have been addressed and incorporated into the FY 2021-22 Final OWP within the Comprehensive Budget as appropriate; and

**WHEREAS**, the FY 2021-22 Comprehensive Budget, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG’s Regional Council on May 6, 2021.

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments, that the FY 2021-22 Comprehensive Budget is approved and adopted.

Attachment: Resolution No. 21-632-2 (Resolution No. 21-632-2 Approving the Fiscal Year 2021-22 Final Comprehensive Budget)

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of SCAG’s approved FY 2021-22 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG’s approved FY 2021-22 Indirect Cost Allocation Plan (ICAP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget modifications to SCAG’s FY 2021-22 OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
6. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG’s OWP, and this includes submittal and execution of the required Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.
7. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2021-22 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
8. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2021-22 General Fund Budget; the Indirect Cost Budget; FTA Discretionary and Formula Grant Budget; and the TDA Capital and Debt Service Budget that do not affect the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
9. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2021-22 Comprehensive Budget.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of May, 2021.

[SIGNATURES ON FOLLOWING PAGE]

---

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

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



FINAL  
COMPREHENSIVE BUDGET  
FISCAL YEAR 2021-2022

May 2021

Attachment: FY 2021-22 Final Comprehensive Budget (Resolution No. 21-632-2 Approving the Fiscal Year 2021-22 Final Comprehensive

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

## COMPREHENSIVE BUDGET

**Fiscal Year 2021-22**

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FINAL  
COMPREHENSIVE  
BUDGET  
FISCAL YEAR 2021-2022

SECTION I

Overview



# ORGANIZATION

## INTRODUCTION

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

The annual budget for consists of:

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

# ORGANIZATION

## SCAG ORGANIZATION

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

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

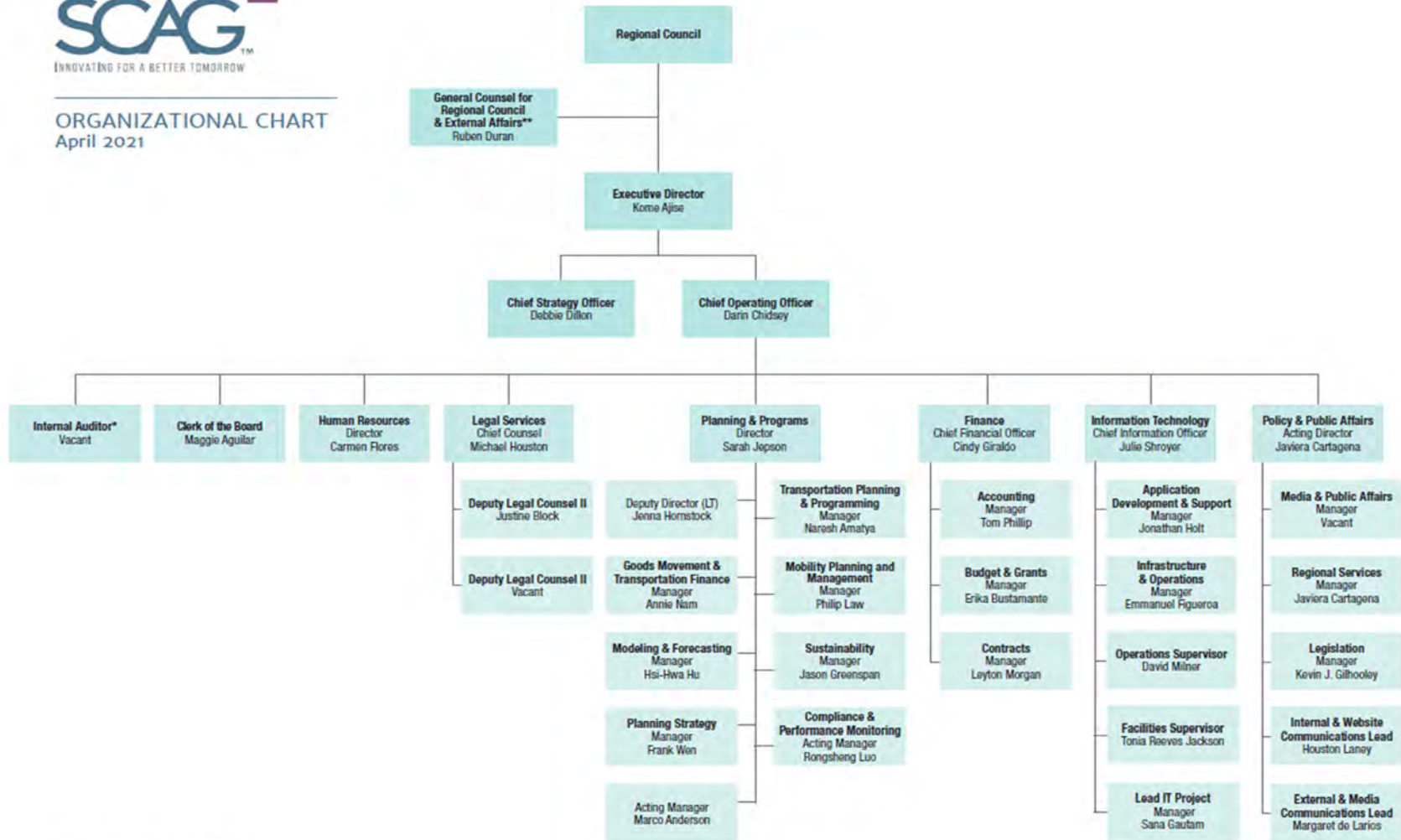
In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. The agency also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

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

# ORGANIZATION



## ORGANIZATIONAL CHART April 2021



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

AJ2/SCAG Org Chart 2021.04.21

# STRATEGIC PLAN

## STRATEGIC PLAN COMPONENTS

### Vision Statement

Southern California's Catalyst for a Brighter Future.

### Mission Statement

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

### Core Values

#### Be Open

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

#### Lead by Example

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

#### Make an Impact

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

#### Be Courageous

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

# STRATEGIC PLAN

## STRATEGIC PLAN GOALS

### GOAL #1

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

#### Objectives

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

### GOAL #2

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

#### Objectives

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

### GOAL #3

Be the foremost data information hub for the region.

#### Objectives

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

# STRATEGIC PLAN

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

## GOAL #4

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

### Objectives

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

## GOAL #5

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

### Objectives

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

# STRATEGIC PLAN

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

## GOAL #6

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

### Objectives

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

## GOAL #7

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

### Objectives

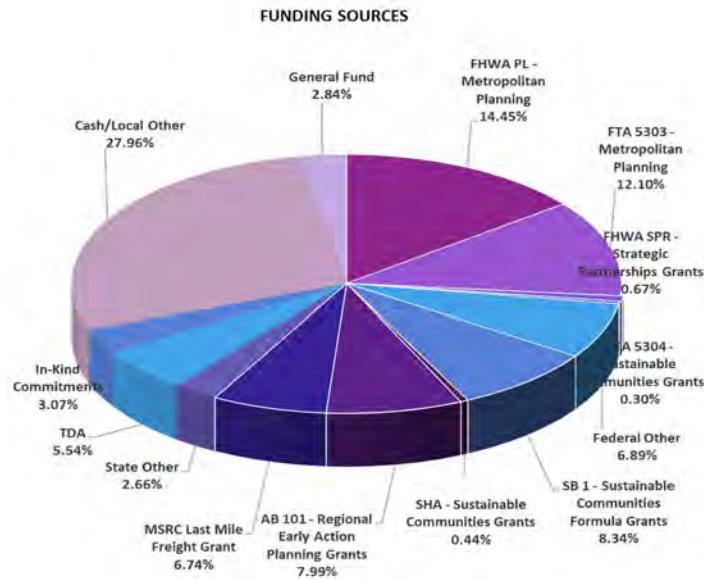
- A. Pursue innovative funding opportunities for planning and infrastructure investments.
- B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.
- C. Pioneer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

# COMPREHENSIVE BUDGET

## FY 2021-22 COMPREHENSIVE BUDGET

### Budget Funding Sources

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



\*May not total 100.00% due to rounding

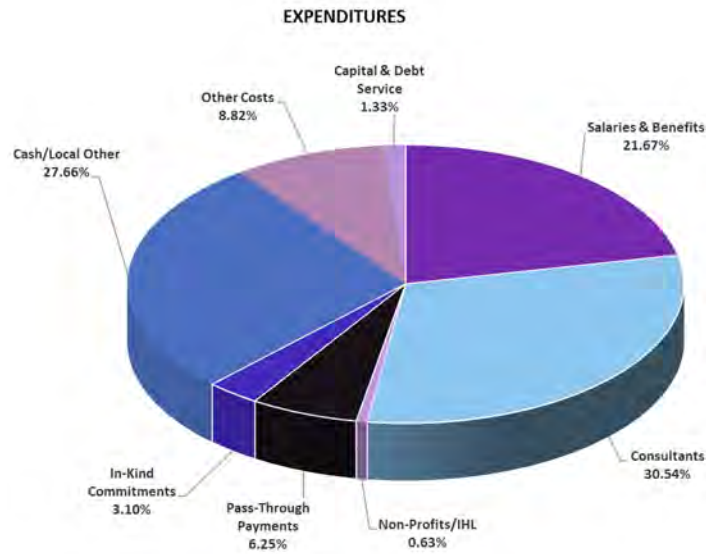
FUNDING SOURCES	AMOUNT
FHWA PL - Metropolitan Planning	21,450,065
FTA 5303 - Metropolitan Planning	17,965,396
FHWA SPR - Strategic Partnerships Grants	997,365
FTA 5304 - Sustainable Communities Grants	449,146
Federal Other	10,229,159
SB 1 - Sustainable Communities Formula Grants	12,387,813
SHA - Sustainable Communities Grants	651,283
AB 101 - Regional Early Action Planning Grants	11,867,755
MSRC Last Mile Freight Grant	10,000,000
State Other	3,948,356
TDA	8,222,336
In-Kind Commitments	4,563,689
Cash/Local Other	41,517,662
General Fund	4,213,001
<b>SUBTOTAL</b>	<b>148,463,026</b>
Indirect Cost Carryforward	(1,386,985)
<b>TOTAL REVENUES</b>	<b>147,076,041</b>



# COMPREHENSIVE BUDGET

## Budget Expenditures

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



EXPENDITURES	AMOUNT
Salaries & Benefits	\$ 31,870,638
Consultants	44,913,241
Non-Profits/IHL	933,245
Pass-Through Payments	9,191,406
In-Kind Commitments	4,563,689
Cash/Local Other	40,678,773
Other Costs	12,973,861
Capital & Debt Service	1,951,188
<b>TOTAL EXPENDITURES</b>	<b>\$ 147,076,041</b>

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

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

# COMPREHENSIVE BUDGET

## Comprehensive Line Item Budget: FY19 through FY22

GL Account	Line Item	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Proposed	% Incr. (Decr)
500XX	Staff	\$14,964,261	\$ 16,803,175	\$ 19,255,349	\$ 20,888,216	8%
54300	Consultant	10,578,095	9,785,468	33,324,206	36,925,095	11%
54302	Non-Profits/IHL	82,664	241,527	705,601	933,245	32%
54303	Consultant TC	-	2,946,628	6,919,788	6,352,646	-8%
54340	Legal	155,301	349,807	190,000	160,000	-16%
54360	Pass-Through Payments	2,124,650	1,139,912	3,031,153	9,191,406	203%
55201	Network and Communications	-	-	-	304,000	
55210	Software Support	549,754	624,663	1,606,300	1,148,900	-28%
55220	Hardware Support	296,843	628,362	2,715,000	940,817	-65%
55240	Repair-Maintenance	30,698	54,528	26,500	26,500	0%
55250	Cloud Services	217,816	287,632	2,122,030	1,635,500	-23%
55251	Infrastructure Cloud Services	-	-	-	623,465	
55271	On-Prem Software	-	-	-	247,690	
55275	Co-location Services	-	-	-	250,000	
5528X	3rd Party Contributions	3,326,903	3,811,280	5,569,260	5,230,855	-6%
55310	Furniture & Fixture Principal	228,569	239,928	251,852	264,368	5%
55315	Furniture & Fixture Interest	50,598	39,239	27,315	14,799	-46%
55320	Audio-Visual Equipment Principal	126,639	133,702	141,160	149,034	6%
55325	Audio-Visual Equipment Interest	33,198	26,135	18,678	10,804	-42%
55400	Office Rent / Operating Expense	816,099	1,531,303	2,192,805	2,302,445	5%
55410	Office Rent Satellite	171,470	183,093	260,000	278,200	7%
55415	Off-Site Storage	3,866	10,773	5,000	14,124	182%
55420	Equipment Leases	61,180	62,977	100,000	100,000	0%
55430	Equipment Repair-Maintenance	38,090	1,690	1,000	1,000	0%
55435	Security Services	58,139	42,265	100,000	100,000	0%
55440	Insurance	226,247	300,142	285,931	315,000	10%
55441	Payroll / Bank Fees	27,536	25,839	30,000	32,500	8%
55445	Taxes	2,523	901	5,000	5,000	0%
55460	Materials & Equipment < \$5,000	37,173	4,401	64,000	54,000	-16%
55510	Office Supplies	59,810	47,824	73,800	73,800	0%
55520	Graphic Supplies	13,333	3,648	9,000	9,000	0%
55530	Telephone	136,091	153,719	195,000	-	-100%
55540	Postage	9,998	288	10,000	10,000	0%
55550	Delivery Services	4,088	4,116	5,000	5,000	0%
55580	Outreach/Advertisement	93,808	10,642	50,000	64,000	28%
55600	SCAG Memberships	206,919	201,241	208,200	229,800	10%
55610	Professional Memberships	9,130	8,739	13,000	13,000	0%
55611	Professional Dues	600	1,414	1,350	1,350	0%
55620	Resource Materials/Subscriptions	320,250	333,716	672,300	600,100	-11%
55700	Depreciation - Furniture & Fixture	170,183	170,183	185,000	250,330	35%
55715	Amortization - Software	91,018	-	-	-	
55720	Amortization - Lease	70,623	74,170	75,000	75,000	0%
55730	Capital Outlay	141,433	26,232	100,000	1,512,183	1412%
55800	Recruitment - Advertising	7,645	12,727	25,000	25,000	0%
55801	Recruitment - Other	17,930	58,690	45,000	45,000	0%
55810	Public Notices	59,136	86,835	97,500	67,500	-31%
55820	Staff Training	1,973	22,427	30,000	30,000	0%
55830	Networking Meetings/Special Events	12,603	9,201	24,000	24,000	0%
55840	Training Registration	53,890	39,739	65,000	65,000	0%
55860	Scholarships	32,000	36,000	36,000	44,000	22%
55910	RC/Committee Meetings	9,469	-	15,000	15,000	0%
55912	RC Retreat	-	12,616	13,000	13,000	0%
55914	RC General Assembly	640,155	59,534	611,500	611,500	0%

# COMPREHENSIVE BUDGET

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

GL Account	Line Item	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Proposed	% Incr. (Decr)
55915	Demographic Workshop	27,423	-	28,000	28,000	0%
55916	Economic Summit	84,937	86,957	85,000	85,000	0%
55918	Housing Summit	-	-	20,000	20,000	0%
55920	Other Meeting Expense	108,558	74,078	112,250	108,000	-4%
55930	Miscellaneous Other	185,868	93,307	1,971,894	222,227	-89%
55931	Miscellaneous Labor	-	-	-	1,204,452	
55932	Miscellaneous Labor Future	-	-	-	1,185,044	
55935	Wellness	-	6,560	-	-	
55936	Engagement Committee	-	390	20,000	20,000	0%
55937	Employee Recognition	-	3,715	15,000	15,000	0%
55938	Department Allowances	-	6,055	15,000	15,000	0%
55940	Stipend-RC Meetings	194,130	201,430	195,000	202,000	4%
55950	Temporary Help	40,718	34,036	106,000	108,317	2%
55980	Contingency - General Fund	(5,428,815)	3,937,569	260	-	-100%
55995	Disallowed Grant Costs	4,832,192	-	-	-	
56100	Printing	54,410	9,765	50,000	42,000	-16%
58100	Travel	197,669	162,118	374,766	214,300	-43%
58101	Travel - Local	69,800	51,313	75,000	72,500	-3%
58110	Mileage	69,983	38,619	79,000	79,000	0%
58150	Staff Lodging Expense	12,880	10,114	13,000	13,000	0%
58800	RC Sponsorships	251,433	105,085	150,000	165,000	10%
59090	Expense - Local Other	465,138	407,898	877,163	40,011,607	4461%
60041	Vacation Cash Out	-	-	266,967	266,967	0%
60110	Retirement-PERS	4,203,649	4,912,388	6,018,361	6,631,379	10%
60120	Retirement-PARS	75,344	76,851	76,595	78,127	2%
60200	Health Insurance - Active Employees	1,247,798	1,355,306	1,670,400	1,756,800	5%
60201	Health Insurance - Retirees PAYGO	560,022	561,875	698,772	698,772	0%
60202	Health Insurance - Retirees GASB 45	320,067	118,911	-	-	
60210	Dental Insurance	181,403	198,457	277,049	283,678	2%
60220	Vision Insurance	50,027	54,040	74,275	79,575	7%
60225	Life Insurance	86,869	94,337	92,345	97,689	6%
60240	Medicare Tax Employers Share	197,770	241,991	270,866	297,539	10%
60250	Medicare Tax ER - Interns	3,438	2,597	6,931	4,031	-42%
60255	Social Security ER - Interns	14,699	11,104	36,567	21,267	-42%
60300	Tuition Reimbursement	24,986	26,573	43,776	43,776	0%
60310	Transit Passes	123,557	106,153	212,795	212,795	0%
60315	Bus Passes NT - Interns	15,395	10,209	38,174	22,201	-42%
60320	Carpool Reimbursement	420	280	420	-	-100%
60360	De Minimis Employee Exp	-	55,400	-	-	
60365	De Minimis Employee Exp Interns	-	2,200	-	-	
60400	Workers Compensation Insurance	205,585	184,205	205,585	184,205	-10%
60405	Unemployment Compensation Insurance	40,469	13,464	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	74,427	81,448	91,254	93,654	3%
60415	SCAG 457 Match	102,915	113,455	109,000	113,000	4%
60450	Benefits Administrative Fees	3,474	3,789	43,400	43,967	1%
60500	Automobile Allowance	26,412	17,565	18,000	18,000	0%
	<b>Total</b>	<b>45,095,447</b>	<b>54,120,678</b>	<b>95,981,443</b>	<b>147,076,041</b>	<b>53%</b>

\*Totals may not add due to rounding



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

**SECTION II**

**Budget Components**

# OVERALL WORK PROGRAM

## OVERALL WORK PROGRAM (OWP)

### THE FLOW OF FUNDS

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

### SUMMARY OF REVENUE SOURCES

#### Consolidated Planning Grant (CPG)

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

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

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

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

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

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

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

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

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

# OVERALL WORK PROGRAM

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

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

## Sustainable Communities Competitive Grants

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

### SHA, Sustainable Communities Grants

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

## Sustainable Communities Formula Grants

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

## Local Funds

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

### TDA

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

# OVERALL WORK PROGRAM

## Cash Match/Local Funds

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

## In-Kind Match

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

## FTA Pass-Through Funds

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

## Special Grant Funds

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

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

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

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

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

# OVERALL WORK PROGRAM

## Department of Energy/National Energy Tech Lab Funds

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

## Active Transportation Program (ATP) Funds

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

## Regional Early Action Planning (REAP) Grants Program

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



# OVERALL WORK PROGRAM

## OWP BUDGET DOCUMENT

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

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

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

1. Regional Prospectus

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

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

2. Program/Work Elements

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

3. Budget Revenue & Expenditure Reports

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

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

# OVERALL WORK PROGRAM

## OWP LINE ITEM BUDGET

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

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

Cost Category	FY21 Adopted	FY22 Proposed	Incr (Decr)
500XX Staff	9,434,096	9,919,932	\$ 485,836
54300 Consultant	30,910,906	33,704,276	2,793,370
54302 Non-Profits/IHL	705,601	933,245	227,644
54303 Consultant TC	6,919,788	6,352,646	(567,142)
55305 Cloud Services	2,122,030	1,635,500	(486,530)
54340 Legal	50,000	-	(50,000)
55210 Software support	250,000	600,000	350,000
5528X Third party contribution	5,569,260	5,230,855	(338,405)
55415 Off-Site Storage	-	9,124	9,124
55520 Graphic supplies	5,000	5,000	-
55580 Outreach/Advertisement	50,000	64,000	14,000
55620 Resource materials/subscriptions	610,000	540,000	(70,000)
55810 Public notices	95,000	65,000	(30,000)
55830 Networking Meetings/Special Events	4,000	4,000	-
55920 Other meeting expense	23,250	19,000	(4,250)
55930 Miscellaneous other	1,818,730	95,262	(1,723,468)
55931 Miscellaneous labor	-	1,116,868	1,116,868
55932 Miscellaneous labor, future	-	1,185,044	1,185,044
56100 Printing	17,000	9,000	(8,000)
58100 Travel	213,966	53,500	(160,466)
58101 Travel-local	7,500	5,000	(2,500)
58110 Mileage	24,000	24,000	-
<b>Sub-total</b>	<b>\$ 58,830,127</b>	<b>61,571,252</b>	<b>\$ 2,741,125</b>
51000 Fringe benefits	7,290,965	7,646,041	\$ 355,076
51001 Indirect costs	21,907,080	24,823,207	\$ 2,916,127
<b>Total</b>	<b>\$ 88,028,172</b>	<b>94,040,500</b>	<b>\$ 6,012,328</b>

\*Totals may not add due to rounding

# OVERALL WORK PROGRAM

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

	Program	FY22 Proposed Budget			
		Total *	Other Costs	Consultant	Consultant TC
010	System Planning	1,596,993	880,993	-	716,000
015	Transportation Finance	823,267	480,267	-	343,000
020	Environmental Planning	1,808,797	1,658,797	-	150,000
025	Air Quality and Conformity	869,697	799,697	-	70,000
030	Federal Transportation Improvement Program (FTIP)	2,294,696	2,294,696	-	-
045	Geographic Information Systems (GIS)	5,463,468	4,723,652	-	739,816
050	Active Transportation Planning	1,165,206	1,059,956	15,000	90,250
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	3,631,416	2,870,696	45,340	715,380
060	Corridor Planning	87,467	87,467	-	-
065	Sustainability Program	1,136,048	1,086,048	50,000	-
070	Modeling	8,874,482	7,396,982	350,000	1,127,500
080	Performance Assessment & Monitoring	592,565	592,565	-	-
090	Public Information and Communications	3,614,670	3,206,670	-	408,000
095	Regional Outreach and Public Participation	4,179,335	3,813,035	-	366,300
100	Intelligent Transportation Systems (ITS)	322,832	96,432	-	226,400
120	OWP Development and Administration	1,521,485	1,521,485	-	-
130	Goods Movement	2,528,782	1,803,782	-	725,000
140	Transit and Rail Planning	1,215,903	790,903	-	425,000
145	Sustainable Communities, Strategic Partnerships and Adaptation Planning Grant Program	2,204,454	257,274	1,947,180	-
155	Sustainable Communities Planning Grant Program - State Highway Account	830,882	114,776	716,106	-
225	Special Grant Projects	5,354,145	1,395,405	3,958,740	-
230	Regional Aviation and Airport Ground Access Planning	423,260	423,260	-	-
265	Express Travel Choices Phase III	108,574	58,574	-	50,000
267	Clean Cities Program	95,000	95,000	-	-
275	Sustainable Communities Program	6,158,927	1,246,210	4,912,717	-
280	Future Communities Initiative	5,743,847	2,071,284	3,672,563	-
290	Research, Planning and Engagement for Sustainable Communities	5,323,268	4,154,123	1,169,145	-
300	Regional Early Action Planning (REAP) Grants Program - AB 101	11,867,755	3,564,770	8,302,985	-
310	Planning Strategy Development and Implementation	4,149,971	3,749,971	200,000	200,000
315	Last Mile Freight Program - MSRC	10,053,308	53,308	10,000,000	-
<b>Total Costs</b>		<b>94,040,500</b>	<b>52,348,078</b>	<b>35,339,776</b>	<b>6,352,646</b>

\*Totals may not add due to rounding

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

# OVERALL WORK PROGRAM

## PROGRAM/WORK ELEMENTS

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

### 010 System Planning

Manager: Naresh Amatya

#### Program Objective:

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

#### Strategic Plan:

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

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

### 015 Transportation Finance

Manager: Annie Nam

#### Program Objective:

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

# OVERALL WORK PROGRAM

## Strategic Plan:

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

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

## 020 Environmental Planning

Manager: Rongsheng Luo

### Program Objective:

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

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

## Strategic Plan:

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

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

# OVERALL WORK PROGRAM

## 025 Air Quality and Conformity

Manager: Rongsheng Luo

### Program Objective:

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

### Strategic Plan:

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

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

## 030 Federal Transportation Improvement Program (FTIP)

Manager: Naresh Amatya

### Program Objective:

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

# OVERALL WORK PROGRAM

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

## Strategic Plan:

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

## 045 Geographic Information Systems (GIS)

Manager: Hsi-Hwa Hu & Jonathan Holt

## Program Objective:

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

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

# OVERALL WORK PROGRAM

## Strategic Plan:

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

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

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

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

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

## 050 Active Transportation Planning

Manager: Philip Law

### Program Objective:

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

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

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



# OVERALL WORK PROGRAM

## Strategic Plan:

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

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

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

## 055 Regional Forecasting, Socioeconomic Technical & Policy Analysis

Manager: Hsi-Hwa Hu & Jason Greenspan

## Program Objective:

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

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

## Strategic Plan:

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

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

# OVERALL WORK PROGRAM

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

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

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

## 060 Corridor Planning

Manager: Naresh Amatya

### Program Objective:

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

### Strategic Plan:

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

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

## 065 Sustainability Program

Manager: Jason Greenspan

### Program Objective:

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

# OVERALL WORK PROGRAM

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

## Strategic Plan:

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

## 070 Modeling

Manager: Hsi-Hwa Hu & Emmanuel Figueroa

### Program Objective:

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

### Strategic Plan:

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

## 080 Performance Assessment & Monitoring

Manager: Rongsheng Luo

### Program Objective:

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

# OVERALL WORK PROGRAM

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

## Strategic Plan:

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

## 090 Public Information & Communications

Manager: Margaret de Larios

## Program Objective:

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

## Strategic Plan:

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

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

# OVERALL WORK PROGRAM

understanding of long-range regional planning.

## 095 Regional Outreach & Public Participation

Manager: Javiera Cartagena

### Program Objective:

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

### Strategic Plan:

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

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

## 100 Intelligent Transportation Systems (ITS)

Manager: Philip Law

### Program Objective:

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

### Strategic Plan:

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

# OVERALL WORK PROGRAM

## 120 OWP Development & Administration

Manager: Erika Bustamante

### Program Objective:

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

### Strategic Plan:

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

## 130 Goods Movement

Manager: Annie Nam

### Program Objective:

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

### Strategic Plan:

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

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

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

## 140 Transit and Rail Planning

Manager: Philip Law

### Program Objective:

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

# OVERALL WORK PROGRAM

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

## Strategic Plan:

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

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

Manager: Erika Bustamante

## Program Objective:

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

## Strategic Plan:

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

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

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

Manager: Erika Bustamante

## Program Objective:

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

# OVERALL WORK PROGRAM

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

## Strategic Plan:

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

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

## 225 Special Grant Projects

Manager: Frank Wen

## Program Objective:

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

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

## Strategic Plan:

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

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



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

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

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

## 230 Regional Aviation & Airport Ground Access Planning

Manager: Naresh Amatya

### Program Objective:

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

### Strategic Plan:

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

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

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

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

## 265 Express Travel Choices Phase III

Manager: Annie Nam

### Program Objective:

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

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pricing research.

## Strategic Plan:

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

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

## 267 Clean Cities Program

Manager: Jason Greenspan

### Program Objective:

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

### Strategic Plan:

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

## 275 Sustainable Communities Program

Manager: Jason Greenspan

### Program Objective:

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

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

## Strategic Plan:

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

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

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

## 280 Future Communities Initiative

Manager: Hsi-Hwa Hu & Philip Law

## Program Objective:

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

## Strategic Plan:

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

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

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

# OVERALL WORK PROGRAM

## 290 Research, Planning and Engagement for Sustainable Communities

Manager: Jason Greenspan & Annie Nam

### Program Objective:

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

### Strategic Plan:

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

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

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

Manager: Rongsheng Luo

### Program Objective:

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

### Strategic Plan:

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

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

# OVERALL WORK PROGRAM

## 310 Planning Strategy Development and Implementation

Manager: Frank Wen

### Program Objective:

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

### Strategic Plan:

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

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

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

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

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

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

## 315 Last Mile Freight Program – MSRC

Manager: Annie Nam

### Program Objective:

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

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

## Strategic Plan:

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

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

# FTA GRANT BUDGET

## FTA DISCRETIONARY AND FORMULA GRANT BUDGET

### Program Overview

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

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

### Line Item Budget

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

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

# TDA BUDGET

## TDA BUDGET

### Program Overview

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

### Line Item Budget

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

The following table shows the TDA line item budget.

	FY21 Adopted	FY22 Proposed	Incr (Decr)
<b>REVENUES:</b>			
TDA Revenue	\$ 6,312,424	\$ 5,087,498	\$ (1,224,926)
Transfer from Fund Balance	1,367,921	3,134,838	1,766,917
<b>Total Revenues</b>	<b>7,680,345</b>	<b>8,222,336</b>	<b>541,991</b>
<b>EXPENDITURES:</b>			
500XX Staff	\$ 1,016,346	\$ 1,334,817	\$ 318,471
54300 SCAG consultant	2,587,494	1,664,530	(922,964)
54302 Non-Profits/IHL	80,933	174,630	93,697
55210 Software Support	-	-	-
55250 Cloud Services	331,927	276,122	(55,805)
55520 Graphic Supplies	5,000	5,000	-
55580 Outreach/Advertisement	-	4,124	4,124
55810 Public Notices	-	4,124	4,124
55830 Networking Meetings/Special Events	-	379	379
55920 Other meeting expense	1,250	948	(302)
55930 Miscellaneous other	90,692	41,971	(48,721)
55931 Miscellaneous labor	-	50,726	50,726
55932 Miscellaneous labor, future	-	31,174	31,174
58100 Travel	17,450	20,500	3,050
58110 Mileage	-	1,896	1,896
<b>Sub-total</b>	<b>4,131,092</b>	<b>3,610,941</b>	<b>(520,151)</b>
51000 Fringe benefits - Reg Staff	698,796	887,922	189,126
51003 Fringe benefits - Intern	28,724	40,839	12,115
51001 Indirect Cost	2,304,917	3,256,167	951,250
<b>Non-Capital</b>	<b>\$ 7,163,529</b>	<b>\$ 7,795,869</b>	<b>\$ 632,340</b>
55310 F&F Principal	251,852	264,368	12,516
55315 F&F Interest	19,237	10,423	(8,814)
55320 AV Principal	141,160	149,034	7,874
55325 AV Interest	4,567	2,642	(1,925)
55730 Capital Outlay	100,000	-	(100,000)
<b>Capital &amp; Debt Service</b>	<b>\$ 516,816</b>	<b>\$ 426,467</b>	<b>\$ (90,349)</b>
<b>Total Expenditures</b>	<b>\$ 7,680,345</b>	<b>\$ 8,222,336</b>	<b>\$ 541,991</b>



# GENERAL FUND BUDGET

## GENERAL FUND BUDGET (GF)

### Program Overview

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

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

### Membership Dues Assessments

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

# GENERAL FUND BUDGET

## General Fund Line Item Budget

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

		FY20 Actual	FY21 Adopted Budget	FY22 Proposed Budget	FY21 Adopted To FY22 Proposed Incr (Decr)
<b>REVENUE:</b>	Membership Dues:				
	Counties	315,132	320,872	322,491	1,619
	Cities	1,689,338	1,742,925	1,711,929	(30,996)
	Commissions	88,500	88,500	88,500	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	10,000	10,000	10,000	-
	Sub-total	2,112,970	\$ 2,172,297	\$ 2,142,920	\$ (29,377)
	Interest	92,760	130,000	130,000	-
	Other	29,491	41,676	41,800	124
	General Assembly Sponsorships & Registrations	10,000	340,000	340,000	-
	Recovery Of Previously Disallowed Grant Costs	4,062,579	-	-	-
	Transfer from Fund Balance	-	-	1,558,281	1,558,281
	Sub-total	4,194,830	\$ 511,676	\$ 2,070,081	\$ 1,558,405
	<b>Total Revenues</b>	<b>6,307,800</b>	<b>\$ 2,683,973</b>	<b>\$ 4,213,001</b>	<b>\$ 1,529,028</b>
<b>EXPENDITURES:</b>	<b>Task .01 Regional Council</b>				
	<b>Regional Council:</b>				
	Staff Time	893	10,285	12,884	2,599
	Legal Services	76,366	100,000	100,000	-
	Miscellaneous Other	7,605	-	-	-
	Other Meeting Expense	18,530	20,000	20,000	-
	RC/Committee Meeting	-	15,000	15,000	-
	RC Retreat	12,616	13,000	13,000	-
	Stipends	201,430	195,000	202,000	7,000
	Travel - Outside	46,758	50,000	50,000	-
	Travel - Local	37,243	46,000	46,000	-
	Mileage - Local	19,608	25,000	25,000	-
	Task sub-total	421,050	\$ 474,285	\$ 483,884	\$ 9,599
	<b>Task .02 Legislative</b>				
<b>External Legislative:</b>					
Staff Time	8,393	26,715	28,370	1,655	
Federal Lobbyist	-	120,000	120,000	-	
Other Meeting Expense	10,050	15,000	15,000	-	
Resource Materials / Subscriptions	120	2,000	2,000	-	
State Lobbyist	96,311	120,000	108,000	(12,000)	
Travel - Outside	2,412	10,000	10,000	-	
Travel - Local	57	-	-	-	
Mileage	224	500	500	-	
Task sub-total	117,566	\$ 294,215	\$ 283,870	\$ (10,345)	
<b>Task .03 RHNA</b>					
<b>RHNA:</b>					
Staff Time	240,880	-	-	-	
Legal Services	6,197	-	-	-	
Public Notices	29,822	-	-	-	
SCAG Consultant	16,913	-	-	-	
Travel - Outside	379	-	-	-	
Travel - Outside	425	-	-	-	
Travel - Outside	699	-	-	-	
Task sub-total	295,314	\$ -	\$ -	\$ -	

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

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

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

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

\*Totals may not add due to rounding

# FRINGE BENEFITS BUDGET

## FRINGE BENEFITS BUDGET (FB)

### Program Overview

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

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

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

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

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

# FRINGE BENEFITS BUDGET

## Line Item Budget

The following table shows the Fringe Benefits line item budget.

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

\*Totals may not add due to rounding

# INDIRECT COST BUDGET

## INDIRECT COST BUDGET (IC)

### Program Overview

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

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

# INDIRECT COST BUDGET

## Line Item Budget

The following table shows the Indirect Cost line item budget.

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

\*Totals may not add due to rounding



# INDIRECT COST BUDGET

## Indirect Cost Work Areas

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

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



FINAL  
COMPREHENSIVE  
BUDGET  
FISCAL YEAR 2021-2022

SECTION III

Appendices

# BUDGET LINE ITEMS

## DESCRIPTION OF BUDGET LINE ITEM

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

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

# BUDGET LINE ITEMS

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

# BUDGET LINE ITEMS

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

# BUDGET LINE ITEMS

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

# BUDGET LINE ITEMS

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

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

#### As of March 31, 2021

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2021-22
<u>COUNTIES (6)</u>		
IMPERIAL	39,420	7,447
LOS ANGELES	1,034,689	138,590
ORANGE	128,421	37,857
RIVERSIDE	385,388	63,584
SAN BERNARDINO	304,659	55,502
VENTURA	95,001	19,511
SUB-TOTAL	1,987,578	322,491
<u>CITIES (179) &amp; TRIBE (1)</u>		
ADELANTO	35,663	4,070
AGOURA HILLS	20,566	2,309
ALHAMBRA	86,792	9,189
ALISO VIEJO	50,044	5,510
ANAHEIM	357,325	36,524
APPLE VALLEY	74,394	7,948
ARCADIA	57,212	6,228
ARTESIA	16,490	1,901
AVALON	3,929	493
AZUSA	49,658	5,472
BANNING	31,125	3,616
BARSTOW	24,268	2,680
BEAUMONT	51,475	5,654
BELL	36,531	4,157
BELLFLOWER	78,110	8,320
BELL GARDENS	42,449	4,750
BEVERLY HILLS	33,775	3,881
BIG BEAR LAKE	5,206	621
BLYTHE	19,255	2,178
BRADBURY	1,052	205
BRAWLEY	27,349	3,238
BREA	45,629	5,068
BUENA PARK	81,998	8,709
BURBANK	105,861	11,348
CALABASAS	24,193	2,672



# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of March 31, 2021

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2021-22
	POP CITIES	
CALEXICO	40,896	4,594
CALIMESA	9,329	1,034
CALIPATRIA	6,843	785
CAMARILLO	70,261	7,534
CANYON LAKE	11,000	1,351
CARSON	93,108	9,822
CATHEDRAL CITY	53,580	5,864
CERRITOS	49,994	5,505
CHINO	89,109	9,421
CHINO HILLS	82,409	8,751
CLAREMONT	35,807	4,085
COACHELLA	47,186	5,224
COLTON	54,118	5,918
COMMERCE	12,868	1,538
COMPTON	98,032	10,315
CORONA	168,248	17,595
COSTA MESA	114,778	12,241
COVINA	48,846	5,390
CYPRESS	49,272	5,433
DANA POINT	33,146	3,818
DESERT HOT SPRINGS	29,660	3,469
DIAMOND BAR	57,177	6,224
DOWNEY	113,529	12,116
DUARTE	21,673	2,420
EASTVALE	66,413	7,149
EL CENTRO	45,657	5,071
EL MONTE	116,675	12,431
EL SEGUNDO	16,777	1,930
FILLMORE	15,566	1,808
FONTANA	213,000	22,075
FOUNTAIN VALLEY	55,878	6,094
FULLERTON	141,863	14,953
GARDEN GROVE	174,801	18,251
GARDENA	60,937	6,601
GLENDALE	205,331	21,307
GLENDORA	52,067	5,713
GRAND TERRACE	12,426	1,494
HAWAIIAN GARDENS	14,649	1,717
HEMET	85,175	9,027
HERMOSA BEACH	19,614	2,214

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of March 31, 2021

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2021-22
	POP CITIES	
HESPERIA	96,393	10,151
HIDDEN HILLS	1,868	287
HIGHLAND	55,323	6,039
HOLTVILLE	6,359	737
HUNTINGTON BEACH	201,281	20,902
IMPERIAL	19,907	2,243
INDIAN WELLS	5,403	641
INDIO	90,751	9,586
INDUSTRY	427	143
INGLEWOOD	111,971	11,960
IRVINE	281,707	28,954
IRWINDALE	1,434	244
JURAPA VALLEY	107,083	11,471
LA CANADA FLINTRIDGE	20,461	2,298
LA HABRA	63,371	6,845
LA HABRA HEIGHTS	5,461	647
LA MIRADA	48,877	5,393
LA PALMA	15,492	1,801
LA PUENTE	40,568	4,562
LA QUINTA	40,660	4,571
LA VERNE	33,300	3,834
LAGUNA BEACH	22,343	2,487
LAGUNA NIGUEL	65,316	7,039
LAGUNA WOODS	16,243	1,876
LAKE ELSINORE	63,453	6,853
LAKE FOREST	84,711	8,981
LAKESWOOD	79,919	8,501
LANCASTER	161,699	16,939
LAWNDALE	32,799	3,784
LOMA LINDA	24,535	2,706
LOMITA	20,549	2,307
LONG BEACH	472,217	48,027
LOS ALAMITOS	11,567	1,408
LOS ANGELES	4,010,684	402,788
LYNWOOD	71,269	7,635
MALIBU	11,720	1,423
MAYWOOD	27,904	3,294
MENIFEE	97,093	10,221
MISSION VIEJO	94,267	9,938
MONROVIA	37,935	4,298
MONTCLAIR	39,490	4,454

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of March 31, 2021

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2021-22
	POP CITIES	
MONTEBELLO	63,544	6,862
MONTEREY PARK	60,734	6,581
MOORPARK	36,278	4,132
MORENO VALLEY	208,838	21,658
MURRIETA	115,561	12,320
NEEDLES	5,248	625
NEWPORT BEACH	85,780	9,088
NORCO	27,564	3,260
NORWALK	105,717	11,334
OJAI	7,557	857
ONTARIO	182,871	19,059
OXNARD	206,352	21,409
PALM DESERT	52,986	5,805
PALM SPRINGS	47,427	5,248
PALMDALE	156,737	16,442
PALOS VERDES ESTATES	13,190	1,571
PASADENA	144,842	15,251
PECHANGA BAND OF LUISENO INDIANS	800	180
PERRIS	80,201	8,529
PICO RIVERA	63,374	6,845
PLACENTIA	51,494	5,655
POMONA	154,817	16,250
PORT HUENEME	23,607	2,613
RANCHO CUCAMONGA	175,522	18,323
RANCHO MIRAGE	19,114	2,164
RANCHO PALOS VERDES	41,731	4,678
REDLANDS	70,952	7,604
REDONDO BEACH	66,994	7,207
RIALTO	104,553	11,218
RIVERSIDE	328,155	33,604
ROLLING HILLS	1,874	288
ROLLING HILLS ESTATES	8,066	908
ROSEMEAD	54,363	5,943
SAN BERNARDINO	217,946	22,570
SAN BUENAVENTURA	106,276	11,390
SAN CLEMENTE	64,581	6,966
SAN DIMAS	33,945	3,898
SAN FERNANDO	25,207	3,024
SAN GABRIEL	40,104	4,515
SAN JACINTO	51,028	5,609

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2021-22

As of March 31, 2021

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2021-22
	POP CITIES	
SAN JUAN CAPISTRANO	36,318	4,136
SAN MARINO	13,087	1,560
SANTA ANA	335,052	34,294
SANTA CLARITA	221,932	22,969
SANTA FE SPRINGS	18,295	2,082
SANTA MONICA	92,357	9,747
SANTA PAULA	30,389	3,542
SEAL BEACH	24,992	2,752
SIERRA MADRE	10,816	1,333
SIGNAL HILL	11,712	1,423
SIMI VALLEY	125,115	13,276
SOUTH EL MONTE	21,204	2,373
SOUTH GATE	97,003	10,212
SOUTH PASADENA	25,458	3,049
STANTON	39,077	4,412
TEMECULA	111,970	11,960
TEMPLE CITY	36,150	4,119
THOUSAND OAKS	126,484	13,413
TORRANCE	145,546	15,322
TUSTIN	80,382	8,548
TWENTYNINE PALMS	29,258	3,429
UPLAND	78,814	8,391
VERNON	297	130
VICTORVILLE	126,432	13,408
VILLA PARK	5,766	677
WALNUT	29,929	3,496
WEST HOLLYWOOD	36,203	4,125
WESTLAKE VILLAGE	8,212	922
WESTMINSTER	92,421	9,753
WESTMORLAND	2,346	335
WILDOMAR	37,183	4,223
WHITTIER	86,801	9,190
YUCCA VALLEY	22,236	2,476
YUCAIPA	55,712	6,078
SUB-TOTAL	16,262,736	1,711,929
GRAND TOTAL-ASSESSMENTS	18,250,314	2,034,420

# MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
**Proposed Membership Assessment**  
**Schedule Fiscal Year 2021-22**  
**As of March 31, 2021**

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2021-22
<u>COMMISSIONS (7)</u>		
SBCTA	2,180,537	25,000
RCTC	2,442,304	25,000
VCTC	842,886	10,000
ICTC	188,777	3,500
Transportation Corridor Agency		10,000
OCTA	3,194,332	25,000
Air Districts		10,000
SUB-TOTAL	8,848,836	108,500
 TOTAL MEMBERSHIP AND ASSESSMENTS		2,142,920

# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	
1	Accountant I	\$62,836.80	\$30.21	\$72,259.20	\$34.74	\$81,660.80	\$39.26	Monthly
2	Accountant II	\$68,473.60	\$32.92	\$78,748.80	\$37.86	\$89,024.00	\$42.80	Monthly
3	Accountant III	\$76,024.00	\$36.55	\$87,422.40	\$42.03	\$98,820.80	\$47.51	Monthly
4	Accounting Systems Analyst	\$84,219.20	\$40.49	\$96,865.60	\$46.57	\$109,512.00	\$52.65	Monthly
5	Accounting Technician	\$49,171.20	\$23.64	\$56,555.20	\$27.19	\$63,939.20	\$30.74	Monthly
6	Administrative Assistant	\$54,184.00	\$26.05	\$62,296.00	\$29.95	\$70,408.00	\$33.85	Hourly
7	Application Developer	\$99,985.60	\$48.07	\$114,982.40	\$55.28	\$129,958.40	\$62.48	Monthly
8	Assistant Analyst to the Ex Director	\$74,796.80	\$35.96	\$86,008.00	\$41.35	\$97,219.20	\$46.74	Monthly
9	Assistant Internal Auditor	\$84,156.80	\$40.46	\$96,782.40	\$46.53	\$109,387.20	\$52.59	Monthly
10	Assistant Regional Planner	\$71,198.40	\$34.23	\$81,910.40	\$39.38	\$92,601.60	\$44.52	Monthly
11	Assistant to the Executive Director	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
12	Associate Accountant	\$55,723.20	\$26.79	\$64,074.40	\$30.81	\$72,425.60	\$34.82	Monthly
13	Associate Analyst to the Ex Director	\$88,836.80	\$42.71	\$102,169.60	\$49.12	\$115,481.60	\$55.52	Monthly
14	Associate Human Resources Analyst	\$62,067.20	\$29.84	\$71,385.60	\$34.32	\$80,683.20	\$38.79	Hourly
15	Associate IT Projects Manager	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
16	Associate Regional Planner	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
17	Budget and Grants Analyst I	\$68,619.20	\$32.99	\$78,936.00	\$37.95	\$89,232.00	\$42.90	Monthly
18	Budget and Grants Analyst II	\$80,496.00	\$38.70	\$92,580.80	\$44.51	\$104,665.60	\$50.32	Monthly
19	Chief Counsel/Director of Legal Services	\$224,744.00	\$108.05	\$258,460.80	\$124.26	\$292,177.60	\$140.47	Monthly
20	Chief Financial Officer	\$213,886.40	\$102.83	\$245,980.80	\$118.26	\$278,054.40	\$133.68	Monthly
21	Chief Information Officer	\$203,590.40	\$97.88	\$234,145.60	\$112.57	\$264,680.00	\$127.25	Monthly
22	Chief Operating Officer	\$245,627.20	\$118.09	\$282,484.80	\$135.81	\$319,321.60	\$153.52	Monthly
23	Clerk of the Board	\$102,481.60	\$49.27	\$117,852.80	\$56.66	\$133,203.20	\$64.04	Monthly
24	Community Engagement Specialist	\$67,641.60	\$32.52	\$77,792.00	\$37.40	\$87,921.60	\$42.27	Monthly
25	Contracts Administrator I	\$68,619.20	\$32.99	\$78,936.00	\$37.95	\$89,232.00	\$42.90	Monthly
26	Contracts Administrator II	\$80,496.00	\$38.70	\$92,580.80	\$44.51	\$104,665.60	\$50.32	Monthly
27	Contracts and Purchasing Assistant	\$55,681.60	\$26.77	\$64,064.00	\$30.80	\$72,425.60	\$34.82	Hourly
28	Database Administrator	\$95,222.40	\$45.78	\$109,512.00	\$52.65	\$123,780.80	\$59.51	Monthly
29	Department Manager	\$141,772.80	\$68.16	\$163,030.40	\$78.38	\$184,288.00	\$88.60	Monthly
30	Deputy Clerk of the Board	\$81,952.00	\$39.40	\$94,307.20	\$45.34	\$106,641.60	\$51.27	Monthly
31	Deputy Director (Division)	\$187,054.40	\$89.93	\$215,113.60	\$103.42	\$243,152.00	\$116.90	Monthly
32	Deputy Executive Director	\$233,729.60	\$112.37	\$268,798.40	\$129.23	\$303,846.40	\$146.08	Monthly
33	Deputy Legal Counsel I	\$122,304.00	\$58.80	\$140,670.40	\$67.63	\$159,036.80	\$76.46	Monthly
34	Deputy Legal Counsel II	\$146,764.80	\$70.56	\$168,792.00	\$81.15	\$190,819.20	\$91.74	Monthly
35	Division Director	\$203,590.40	\$97.88	\$234,145.60	\$112.57	\$264,680.00	\$127.25	Monthly
36	Executive Assistant	\$79,851.20	\$38.39	\$93,953.60	\$45.17	\$108,056.00	\$51.95	Monthly
37	Facilities Supervisor	\$88,691.20	\$42.64	\$98,966.40	\$47.58	\$109,241.60	\$52.52	Monthly
38	GIS Analyst	\$82,264.00	\$39.55	\$94,598.40	\$45.48	\$106,932.80	\$51.41	Monthly
39	GIS Application Developer	\$99,985.60	\$48.07	\$114,982.40	\$55.28	\$129,958.40	\$62.48	Monthly
40	Grants Administrator	\$97,406.40	\$46.83	\$112,008.00	\$53.85	\$126,609.60	\$60.87	Monthly
41	Graphics Designer	\$66,747.20	\$32.09	\$76,752.00	\$36.90	\$86,756.80	\$41.71	Monthly
42	Human Resources Analyst I	\$72,384.00	\$34.80	\$83,241.60	\$40.02	\$94,078.40	\$45.23	Monthly
43	Human Resources Analyst II	\$76,044.80	\$36.56	\$92,684.80	\$44.56	\$109,324.80	\$52.56	Monthly
44	Internal Auditor	\$141,772.80	\$68.16	\$163,030.40	\$78.38	\$184,288.00	\$88.60	Monthly
45	IT Projects Assistant	\$56,763.20	\$27.29	\$65,270.40	\$31.38	\$73,756.80	\$35.46	Hourly
46	Junior Planner	\$58,240.00	\$28.00	\$67,600.00	\$32.50	\$76,960.00	\$37.00	Hourly
47	Lead Accountant	\$106,246.40	\$51.08	\$122,200.00	\$58.75	\$138,132.80	\$66.41	Monthly
48	Lead Applications Administrator	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
49	Lead Budget and Grants Analyst	\$97,406.40	\$46.83	\$112,008.00	\$53.85	\$126,609.60	\$60.87	Monthly
50	Lead Graphics Designer	\$79,393.60	\$38.17	\$91,312.00	\$43.90	\$103,209.60	\$49.62	Monthly
51	Lead GIS Applications Administrator	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
52	Lead IT Help Desk	\$72,800.00	\$35.00	\$83,200.00	\$40.00	\$93,600.00	\$45.00	Monthly
53	Lead IT Projects Manager	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
54	Lead Projects Manager	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly

# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	
55	Lead Operations Technician	\$75,171.20	\$36.14	\$86,465.60	\$41.57	\$97,739.20	\$46.99	Monthly
56	Lead Programmer Analyst	\$110,344.00	\$53.05	\$126,900.80	\$61.01	\$143,457.60	\$68.97	Monthly
57	Legislative Aide	\$53,664.00	\$25.80	\$61,713.60	\$29.67	\$69,742.40	\$33.53	Hourly
58	Legislative Analyst I	\$61,630.40	\$29.63	\$70,865.60	\$34.07	\$80,100.80	\$38.51	Monthly
59	Legislative Analyst II	\$73,840.00	\$35.50	\$84,905.60	\$40.82	\$95,971.20	\$46.14	Monthly
60	Legislative Analyst III	\$85,404.80	\$41.06	\$98,217.60	\$47.22	\$111,009.60	\$53.37	Monthly
61	Legislative Analyst IV	\$96,844.80	\$46.56	\$111,384.00	\$53.55	\$125,923.20	\$60.54	Monthly
62	Management Analyst	\$79,081.60	\$38.02	\$90,958.40	\$43.73	\$102,814.40	\$49.43	Monthly
63	Office Assistant	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
64	Office Services Specialist	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
65	Operations Supervisor	\$88,691.20	\$42.64	\$98,966.40	\$47.58	\$109,241.60	\$52.52	Monthly
66	Operations Technician	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
67	Operations Technician II	\$56,076.80	\$26.96	\$64,500.80	\$31.01	\$72,904.00	\$35.05	Hourly
68	Operations Technician III	\$62,649.60	\$30.12	\$72,072.00	\$34.65	\$81,473.60	\$39.17	Hourly
69	Planning Administration Officer	\$141,772.80	\$68.16	\$163,030.40	\$78.38	\$184,288.00	\$88.60	Monthly
70	Planning Technician	\$66,830.40	\$32.13	\$76,876.80	\$36.96	\$86,902.40	\$41.78	Hourly
71	Principal Management Analyst	\$105,976.00	\$50.95	\$119,995.20	\$57.69	\$134,014.40	\$64.43	Monthly
72	Program Manager I	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
73	Program Manager II	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
74	Programmer Analyst	\$82,056.00	\$39.45	\$94,369.60	\$45.37	\$106,662.40	\$51.28	Monthly
75	Public Affairs Specialist I	\$68,868.80	\$33.11	\$79,206.40	\$38.08	\$89,523.20	\$43.04	Monthly
76	Public Affairs Specialist II	\$82,513.60	\$39.67	\$94,910.40	\$45.63	\$107,286.40	\$51.58	Monthly
77	Public Affairs Specialist III	\$95,451.20	\$45.89	\$109,761.60	\$52.77	\$124,072.00	\$59.65	Monthly
78	Public Affairs Specialist IV	\$108,243.20	\$52.04	\$124,488.00	\$59.85	\$140,712.00	\$67.65	Monthly
79	Receptionist	\$46,716.80	\$22.46	\$53,726.40	\$25.83	\$60,736.00	\$29.20	Hourly
80	Records Analyst	\$79,081.60	\$38.02	\$90,958.40	\$43.73	\$102,814.40	\$49.43	Monthly
81	Regional Affairs Officer I	\$68,868.80	\$33.11	\$79,206.40	\$38.08	\$89,523.20	\$43.04	Monthly
82	Regional Affairs Officer II	\$82,513.60	\$39.67	\$94,910.40	\$45.63	\$107,286.40	\$51.58	Monthly
83	Regional Affairs Officer III	\$95,451.20	\$45.89	\$109,761.60	\$52.77	\$124,072.00	\$59.65	Monthly
84	Regional Affairs Officer IV	\$108,243.20	\$52.04	\$124,488.00	\$59.85	\$140,712.00	\$67.65	Monthly
85	Regional Planner Specialist	\$104,936.00	\$50.45	\$120,681.60	\$58.02	\$136,406.40	\$65.58	Monthly
86	Senior Accountant	\$84,156.80	\$40.46	\$96,782.40	\$46.53	\$109,387.20	\$52.59	Monthly
87	Senior Administrative Assistant	\$62,649.60	\$30.12	\$72,072.00	\$34.65	\$81,473.60	\$39.17	Hourly
88	Senior Analyst to the Ex Director	\$100,464.00	\$48.30	\$115,544.00	\$55.55	\$130,624.00	\$62.80	Monthly
89	Senior Application Developer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
90	Senior Budget and Grants Analyst	\$88,545.60	\$42.57	\$101,836.80	\$48.96	\$115,107.20	\$55.34	Monthly
91	Senior Contracts Administrator	\$88,545.60	\$42.57	\$101,836.80	\$48.96	\$115,107.20	\$55.34	Monthly
92	Senior Database Administrator	\$103,525.76	\$49.77	\$119,061.28	\$57.24	\$134,596.80	\$64.71	Monthly
93	Senior Economist	\$102,710.40	\$49.38	\$118,123.20	\$56.79	\$133,536.00	\$64.20	Monthly
94	Senior Graphic Designer	\$75,275.20	\$36.19	\$86,569.60	\$41.62	\$97,843.20	\$47.04	Monthly
95	Senior Human Resources Analyst	\$88,171.20	\$42.39	\$101,420.80	\$48.76	\$114,649.60	\$55.12	Monthly
96	Senior Management Analyst	\$86,985.60	\$41.82	\$100,048.00	\$48.10	\$113,089.60	\$54.37	Monthly
97	Senior Network Engineer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
98	Senior Operations Technician	\$68,931.20	\$33.14	\$79,268.80	\$38.11	\$89,585.60	\$43.07	Monthly
99	Senior Programmer Analyst	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
100	Senior Regional Planner	\$91,332.80	\$43.91	\$105,040.00	\$50.50	\$118,747.20	\$57.09	Monthly
101	Senior Regional Planner Specialist	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
102	Senior Systems Engineer	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
103	Transportation Modeler I	\$70,220.80	\$33.76	\$80,745.60	\$38.82	\$91,270.40	\$43.88	Monthly
104	Transportation Modeler II	\$83,033.60	\$39.92	\$95,492.80	\$45.91	\$107,931.20	\$51.89	Monthly
105	Transportation Modeler III	\$97,968.00	\$47.10	\$112,673.60	\$54.17	\$127,379.20	\$61.24	Monthly
106	Transportation Modeler IV	\$112,278.40	\$53.98	\$129,126.40	\$62.08	\$145,953.60	\$70.17	Monthly
107	Transportation Modeling Prog Mgr	\$120,120.00	\$57.75	\$138,153.60	\$66.42	\$156,187.20	\$75.09	Monthly
108	Web/Graphic Designer	\$73,424.00	\$35.30	\$84,448.00	\$40.60	\$95,451.20	\$45.89	Monthly

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



900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
(213) 236-1800 | [scag.ca.gov](http://scag.ca.gov)

#### REGIONAL OFFICES

##### IMPERIAL COUNTY

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

##### ORANGE COUNTY

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

##### RIVERSIDE COUNTY

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

##### SAN BERNARDINO COUNTY

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

##### VENTURA COUNTY

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



**FY 2021-22 OWP Final  
List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	FTA 5303	FHWA PL	TDA	FY20 SB1 Formula	FY21 SB1 Formula	FY22 SB1 Formula	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	In-Kind Commitments
Jepson	010.0170.01	RTP Amendments, Management and Coordination	Staff	\$ (1,129)		\$ (1,000)								\$ (129)
Jepson	010.1631.02	Transportation Demand Management (TDM) Planning	Staff	\$ 1,130		\$ 1,000								\$ 130
Jepson	015.0159.01	RTP Financial Planning	Staff	\$ (1,129)		\$ (1,000)								\$ (129)
Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Consultant TC	\$ (57,000)	\$ (57,000)									
Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Non-Profit	\$ 57,000	\$ 50,462		\$ 6,538							
Jepson	030.0146.02	Federal Transportation Improvement Program	Staff	\$ -	\$ (26,811)	\$ 26,811								
Jepson	050.0169.06	Active Transportation Program	Staff	\$ 2,259	\$ 2,000									\$ 259
Jepson	050.0169.08	Public Health	Consultant	\$ (50,000)			\$ (50,000)							
Jepson	050.0169.08	Public Health	Non-Profit	\$ 100,000	\$ 88,530		\$ 11,470							
Jepson	055.0133.06	University Partnership & Collaboration	Staff	\$ (689,461)		\$ (610,380)								\$ (79,081)
Jepson	055.0133.06	University Partnership & Collaboration	Consultant TC	\$ 245,380	\$ 245,380									
Jepson	055-4856.01	Regional Growth and Policy Analysis	Consultant TC	\$ 100,000	\$ 100,000									
Jepson	065-0137.10	Civic Sparks Program	Staff	\$ (1,000)			\$ (1,000)							
Jepson	080.4854.01	RTP/SCS Performance Monitoring	Staff	\$ (1,129)		\$ (1,000)								\$ (129)
Cartagena	090.0148.01	Public Information and Communication	Staff	\$ (25,913)	\$ (200,000)		\$ 200,000							\$ (25,913)
Cartagena	095.1633.01	Public Involvement	Staff	\$ (31,776)	\$ (245,255)		\$ 245,255							\$ (31,776)
Giraldo	120.0175.02	Grant Administration	Staff	\$ 7,174			\$ 7,174							
Jepson	140.0121.01	Transit Planning	Staff	\$ 2,259		\$ 2,000								\$ 259
Jepson	225.3564.14	SCAG 2019 Local Demonstration Initiative	Consultant	\$ 90,000									\$ 90,000	
Jepson	225.4837.01	SCAG 2017 Active Transportation Local Planning Initiative	Consultant	\$ 40,000								\$ 40,000		

Attachment: FY 2021-22 Final OWP - List of Budget Changes (Resolution No. 21-632-2 Approving the

**FY 2021-22 OWP Final  
List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	FTA 5303	FHWA PL	TDA	FY20 SB1 Formula	FY21 SB1 Formula	FY22 SB1 Formula	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	In-Kind Commitments
Jepson	225.4837.01	SCAG 2017 Active Transportation Local Planning Initiative	Consultant	\$ -								\$ (33,383)	\$ 33,383	
Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	Staff	\$ 4,643								\$ 4,643		
Jepson	275.4823.02	Sustainability Planning Grant Program - 2016 Call (FY19 SB 1 Formula)	Staff	\$ (1,000)			\$ (1,000)							
Jepson	275.4823.04	Sustainability Planning Grant Program - 2016 Call (CPG)	Consultant	\$ 40,000	\$ 26,559		\$ 3,441						\$ 10,000	
Jepson	275.4823.05	Sustainable Communities Program - 2018 Call (FY20 SB 1 Formula)	Consultant	\$ 270,941			\$ 31,078	\$ 239,863						
Jepson	275.4823.05	Sustainable Communities Program - 2018 Call (FY20 SB 1 Formula)	Staff	\$ (1,000)			\$ (1,000)							
Jepson	275.4882.01	Sustainable Communities Program (SCP) - Project Delivery (FY21 SB 1 Formula)	Staff	\$ 16,390			\$ 1,880		\$ 14,510					
Jepson	275.4895.01	Sustainable Communities Program - 2020 Call 3 (FY22 SB1 Formula)	Consultant	\$ (1,000,000)			\$ (114,700)			\$ (885,300)				
Jepson	275.4899.01	Sustainable Communities Program - 2020 Call 4 (FY22 SB1 Formula)	Consultant	\$ 1,000,000			\$ 114,700			\$ 885,300				
Jepson	280.4824.03	Future Communities Pilot Program (FY22 SB 1 Formula)	Consultant	\$ 23,500			\$ 2,695			\$ 20,805				
Jepson	280.4832.03	Regional Data Platform (FY20 SB 1 Formula)	Consultant	\$ (250,000)			\$ (28,675)	\$ (221,325)						
Jepson	280.4832.05	Regional Data Platform (FY22 SB 1 Formula)	Consultant	\$ (200,000)			\$ (22,940)			\$ (177,060)				
Jason	290.4862.03	Regional Planning for Open Space Strategic Plan (FY22 SB 1 Formula)	Staff	\$ 8,292			\$ (7,340)			\$ 7,340				\$ 8,292
Jepson	290.4871.02	Connect SoCal Implementation (FY22 SB 1 Formula)	Staff	\$ (208,883)			\$ (194,778)			\$ (184,925)				\$ 170,820
Jepson	290.4896.01	Regional Resiliency Analysis (FY22 SB 1 Formula)	Staff	\$ 186,796						\$ 165,370				\$ 21,426
Jepson	300.4890.02	Research/Policy Briefs, Honorariums, University Partnerships (AB 101)	Consultant	\$ (41,748)							\$ (41,748)			
Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Consultant	\$ (573,355)							\$ (573,355)			
Jepson	300.4891.02	Final Report to Legislature (AB 101)	Consultant	\$ (20,000)							\$ (20,000)			
Jepson	Various	Planning FTE Changes	Staff	\$ 222,749	\$ 16,135	\$ (416,431)	\$ (202,798)	\$ (18,538)	\$ (14,510)	\$ 168,468	\$ 635,103	\$ 85,357		\$ (30,037)
<b>TOTAL</b>				\$ (736,010)	\$ -	\$ (1,000,000)	\$ -	\$ -	\$ -	\$ (2)	\$ -	\$ 96,617	\$ 133,383	\$ 33,992

Attachment: FY 2021-22 Final OWP - List of Budget Changes (Resolution No. 21-632-2 Approving the



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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**To:** Regional Council (RC)

**From:** Kome Ajise, Executive Director  
(213) 236-1835, Ajise@scag.ca.gov

**Subject:** Racial Equity Early Action Plan

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EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Recommend that the Regional Council adopt the proposed Racial Equity Early Action Plan, which will guide and sustain SCAG's regional leadership in service of equity and social justice.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. 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 equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021. The Committee's recommendations to SCAG's Regional Council are reflected in the attached report (Attachment 1), which includes the proposed Racial Equity Early Action (EAP). The EAP is intended to guide and sustain SCAG's regional leadership in service of equity and social justice. It reflects discussions and feedback provided by the Special Committee on the definition of equity and overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. It also includes a set of "early actions" as a starting point for advancing the overarching goals and strategies.*

**BACKGROUND:**

On July 2, 2020, SCAG's Regional Council adopted Resolution No. 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 Black, Indigenous, and People of Color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social

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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 work of the Committee has included reviewing and providing feedback on:

- An agency-wide definition of "equity" to build a shared understanding;
- The existing equity-related activities throughout SCAG's departments; and
- The proposed framework for the EAP, and SCAG's work plan for developing an Inclusive Economic Recovery Strategy (IERS).

### **Racial Equity Framework & Early Action Plan**

The Equity Framework and Early Action Plan are grounded in SCAG's working definition of equity that leads with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. The working definition of equity is as follows: "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 staff, working with guidance from the Committee, developed a framework for a proposed EAP to establish overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The EAP is a critical step in ensuring that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency, with the understanding that actions could be taken over a period of years. The framework of the proposed EAP includes four overarching goals:

- Shift the Organizational Culture, which is focused on SCAG's internal work and practices.
- Center Racial Equity in Regional Policy & Planning, which refers to SCAG's regional planning functions.
- Encourage Racial Equity in Local Planning Practices, referring to how SCAG can influence the local elected officials and planning professionals with which it works and partners.
- Activate and Amplify, in which SCAG commits to communicating more broadly its commitment to racial equity and joining with others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

- Listen & Learn: Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.
- Engage & Co-Power: Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.

- Integrate & Institutionalize: Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

Based on the discussions and feedback of the Special Committee as well as other stakeholders, SCAG staff prepared the proposed EAP, which includes a total of 29 actions fairly evenly split across all the goals and strategies. The early actions, shown in the table below, include activities that can be initiated with existing resources through process improvements, leveraging current work activities, and forming new partnerships, as well as new efforts and programs that were incorporated into the budget development and proposed Bylaws amendment processes for approval by the Regional Council and General Assembly.

GOAL 1   SHIFT ORGANIZATIONAL CULTURE		
Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>• Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program</li> <li>• Conduct an externally led racial equity audit to further inform equity actions</li> </ul>	<ul style="list-style-type: none"> <li>• Establish an IDEA Team to oversee and update EAP</li> <li>• Assess and align procurement policies with diversity goals</li> <li>• Create an Equity Planning Resource Group to share best practices</li> <li>• Develop a Diversity Style Guide on standards for communicating</li> </ul>	<ul style="list-style-type: none"> <li>• Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans</li> <li>• Prepare an Inclusive and Equitable Talent Management Strategy</li> </ul>
GOAL 2   CENTER RACIAL EQUITY IN REGIONAL POLICY & PLANNING		
Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>• Offer equity training for Board members, including as part of Board Orientation</li> <li>• Include Equity Assessment section in Staff Reports</li> <li>• Prepare Annual Racial Equity Indicators Report</li> </ul>	<ul style="list-style-type: none"> <li>• Increase opportunity for participation in Policy Committees; Formalize Committee equity roles</li> <li>• Update Public Participation Plan</li> <li>• Form Regional Policy Working Group dedicated to Equity</li> </ul>	<ul style="list-style-type: none"> <li>• Develop equity goals, policies, and metrics as part of Connect SoCal update</li> <li>• Explore developing Research Program with University Partners</li> </ul>

GOAL 3   ENCOURAGE RACIAL EQUITY IN LOCAL PLANNING		
Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>• Support data requests, create tools for information sharing</li> <li>• Expand Toolbox Tuesday trainings to include sessions on racial equity</li> <li>• Provide elected officials with fact sheets and tools to promote racial equity</li> </ul>	<ul style="list-style-type: none"> <li>• Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants</li> <li>• Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows</li> </ul>	<ul style="list-style-type: none"> <li>• Refine equity goals and evaluation criteria used in Sustainable Communities Program</li> <li>• Provide resources through the Sustainable Communities Program to promote Environmental Justice</li> <li>• Identify opportunities to incorporate equity analysis in development of 2023 FTIP</li> </ul>
GOAL 4   ACTIVATE & AMPLIFY		
Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>• Collaborate on a public information campaign to promote fair housing, reduce segregation</li> <li>• Strengthen relationships with other MPOs</li> </ul>	<ul style="list-style-type: none"> <li>• Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations &amp; Stakeholders</li> <li>• Develop an Excellence in Equity Annual Award Program</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Inclusive Economic Recovery Strategy</li> </ul>

The new activities added to the Final Overall Work Program (OWP) included a project on equity-focused outreach to define equity goals, policies, and metrics for consideration in the 2024 Connect SoCal, as well as refinement of the 2020 Sustainable Communities Program to focus the fourth Call for Projects of this funding round on planning in Environmental Justice communities. Three Calls for Projects have already been issued through the 2020 SCP to support plans across the region. As a result of the proposed EAP, an amendment to the SCAG’s Bylaws has been proposed to increase representation of “communities of concern” in regional policy conversations. The amendment, which was previously approved by the Bylaws subcommittee and the Regional Council, will be considered for final approval by the General Assembly on May 6, 2021.

The EAP is anticipated to be a “living document,” with opportunities to identify new actions over time. It is a resource to begin to align and bring greater focus to opportunities to advance racial equity through SCAG’s work.

**NEXT STEPS**

Upon Regional Council adoption, SCAG staff will take steps to begin implementing the EAP. SCAG anticipates that its newly formed Inclusion, Diversity, Equity, and Awareness (IDEA) Team will oversee implementation of and updates to the EAP, and that SCAG staff will provide the Regional Council with periodic updates to ensure progress and accountability.

**FISCAL IMPACT:**



Work outlined within the EAP will be completed through a collaborative agency-wide SCAG effort as equity is further considered throughout the agency's planning projects. Work performed by indirect labor staffing (i.e. Finance, Legal, and Human Resources) will largely be absorbed by the existing indirect cost budget. In addition, specific funding committed to completing this work is included in the following project numbers:

- \$366,300 in FY22 OWP project 095.1533.01 Regional Transportation Plan Outreach (CPG)
- \$1,000,000 in FY22 OWP project 275.4899.01 Sustainable Communities Program-2020 Call 4 (FY22 SB 1 Formula)

**ATTACHMENT(S):**

1. Racial Equity Early Action Plan Report
2. PowerPoint Presentation: SCAG's Racial Equity Early Action Plan



# Racial Equity Early Action Plan

A Final Report from the Special Committee on Equity & Social Justice

May 2021

Attachment: Racial Equity Early Action Plan Report (Racial Equity Early Action Plan)



# THANKS

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SCAG would like to express our thanks to all those who provided input and feedback on the Racial Equity Early Action Plan, especially the following members of the Equity & Social Justice Committee:

**Rex Richardson**, SCAG President, City of Long Beach

**Megan Beaman-Jacinto**, SCAG Regional Council Member, City of Coachella

**Castulo de la Rocha**, CEO, AltaMed

**Margaret Finlay**, SCAG Regional Council Member, City of Duarte

**Mark Henderson**, SCAG Regional Council Member, City of Gardena

**Jan Harnik**, SCAG Regional Council Member, City of Palm Desert

**Randal Hernandez**, Director, External Affairs, Charter Communications

**Peggy Huang**, SCAG Regional Council Member, City of Yorba Linda

**Jed Leano**, SCAG Regional Council Member, City of Claremont

**Linda Nguyen**, Vice President, Community Relations, Wells Fargo

**Luis Plancarte**, SCAG Regional Council Member, Imperial County

**Thomas Parham**, President, Cal State University, Dominguez Hills

**Carmen Ramirez**, SCAG Regional Council Member, City of Oxnard

**Tunua Thrash-Ntuk**, Executive Director, Local Initiatives Support Coalition (LISC)

**Denita Willoughby**, Vice President, Supply Management and Support Services, Southern California Gas Company

**Mark Yudof**, President, University of California

**Micah Weinberg**, Chief Executive Officer, California Forward

**Ben Winter**, Senior Program Officer, California Community Foundation

*A special thank you to **Mr. Charles Brown** of Equitable Cities for his support of the Committee's work.*



## ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

## MISSION STATEMENT

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

visit us at [scag.ca.gov](http://scag.ca.gov)

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# EXECUTIVE SUMMARY

In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG recognized that for the region to become healthy, livable, sustainable, and economically resilient, it needed to dramatically improve outcomes for low-income families and communities of color. The resolution called for the formation of an ad hoc Special Committee on Equity & Social Justice to further develop SCAG's response to advancing equity throughout the agency's activities and advise SCAG's 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. This report provides a summary of the Committee's work and outcomes.

## Special Committee Overview

The Committee was comprised of elected officials, nonprofit and private sector representatives, and university partners. The work of the Committee included reviewing and providing feedback on:

- An agency-wide working definition of "equity";
- Existing equity-related activities throughout SCAG's departments;
- The draft framework for the Racial Equity Early Action Plan; and
- The work plan for developing an Inclusive Economic Recovery Strategy (IERS).

The Committee was focused on developing strategic recommendations for the agency for advancing equity across the region. To support the work of the Committee, SCAG staff researched equity definitions, analyzed agency efforts to integrate equity into its current work, assessed racial inequities across the region, developed a Racial Equity Framework and corresponding Early Action Plan, and conducted both internal and external outreach on each of these items, which are described below.

## Equity Definition

Informed by research, best practices, peer agency review, and guided by input from the Special Committee, SCAG staff, and stakeholders, SCAG developed a working definition of equity that leads with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. This definition will guide SCAG's work on equity over the years to come. Though all dimensions of equity will not be advanced at the same time, SCAG staff will develop the skills needed to address other facets of equity, and through sustained effort, SCAG will build capacity to apply this work to other inequities. The working definition of equity is detailed below.

*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.*

## Evaluating Existing Conditions

Prior to developing a Racial Equity Framework and Early Action Plan, SCAG needed to acquire a better understanding of the agency and the region's existing conditions. To that end, SCAG staff conducted an equity inventory and developed a preliminary baseline assessment of racial inequities across the region. The equity inventory provided a snapshot of how SCAG currently integrates equity considerations into its work and identified additional areas where equity could be integrated. The preliminary baseline assessment of racial inequities (Appendix A) included data on 26 equity indicators that were grouped into categories aligned with Connect SoCal goals: Economy, Healthy and Complete Communities, Mobility, and Environment. The baseline conditions assessment provided a means to highlight opportunities for consultation and partnership with community-based organizations, partner agencies, and other stakeholders, and it is expected to help motivate more internal dialogue within the agency to meet the challenges of engaging in regional equity work. It also points to opportunities for deeper analysis of the data and the root causes of inequities, and potential areas for focus of future actions.

## Racial Equity Framework

The Racial Equity Framework establishes overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. It ensures that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency.

The Framework includes four overarching goals:

- **Shift Organizational Culture:** Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
- **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG's regional planning functions.
- **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
- **Activate & Amplify:** Communicate broadly SCAG's commitment to racial equity and join with others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

- **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.
- **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
- **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

## Racial Equity Action Plan

Based on feedback from stakeholders and input from the Special Committee, SCAG staff developed a draft Racial Equity Early Action Plan for the Committee to review. The Committee reviewed and discussed the Racial Equity Early Action Plan, and provided feedback to SCAG staff on how to improve and refine the actions. The draft EAP includes a total of 29 actions fairly evenly split across all the goals and strategies. Many of the actions can largely be initiated through internal process improvements or existing organizational development resources, but may require resources in future budget cycles depending on findings of initial internal assessment. Examples of actions include:

- Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide the agency's work plans;
- Develop equity goals, policies, and metrics as part of Connect SoCal update, and conduct equity-focused outreach and engagement;
- Provide resources through the Sustainable Communities Program to promote Environmental Justice;
- Assess and align procurement policies with diversity goals;
- Include an Equity Assessment section in Staff Reports;
- Expand Toolbox Tuesday trainings to include sessions on racial equity;
- Explore developing a Research Program with University Partners; and
- Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations and Stakeholders.

The Early Action Plan will guide the agency's efforts over the course of the upcoming years. However, it is intended to be a "living document," with opportunities to identify new actions and commitments over time. SCAG understands that the work of advancing equity requires continual listening and learning, and SCAG plans to update the plan on an annual basis, which will include soliciting input from stakeholders.

# 1 | OVERVIEW

Southern California's greatest asset is its diversity, particularly in its people. People of color currently represent roughly 70 percent of the region's population and are expected to make up an even larger share by 2045, when people of color will represent nearly 80 percent of the population. A range of economic and social impacts such as health outcomes, education, employment, housing conditions, rates of incarceration, and life expectancy, vary vastly in this region based on race, income, and census tract. For example, there is a disproportionate burden of poverty on people of color relative to their white counterparts.<sup>1</sup> The highest rates of poverty in the region are experienced in Black (21.5 percent), American Indian/Alaskan Native (19.4 percent), and Hispanic (Latino) (19 percent) communities compared to the white (13.5 percent) population. Gaps in wealth between households reveal the effects of accumulated inequality and discrimination, as well as differences in power and opportunity.<sup>2</sup> The region's low-income families and communities of color also tend to reside in areas where they experience poorer air quality (e.g., areas near freeways and high traffic roads), resulting in more asthma emergency room visits. Analysis of regional conditions continues to reinforce that where a person lives significantly influences their life outcomes.

## SCAG's July 2020 Resolution on Equity & Social Justice

Considering the region's known disparities and inequities, and moved by the deaths of Tony McDade, Elijah McClain, Ahmaud Arbery, Breonna Taylor, and George Floyd, among others, along with the national uprising in support of Black life, on July 2, 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to meaningfully advance justice, equity, diversity, and inclusion. SCAG declared 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 & 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 staff report accompanying the resolution outlined work for the Special Committee, including:

- Establishing an agency-wide definition of "equity" to ensure a shared understanding;
- Developing an equity inventory Report, which would catalogue the existing equity-related activities throughout SCAG's departments; and
- Establishing an Equity Framework containing indicators of existing inequities and disparities in the region, and how communities and people in the region experience SCAG's desired outcomes.

The Committee started meeting on a quarterly basis in September 2020 and concluded meeting in March 2021. The Committee was comprised of elected officials, nonprofit and private sector representatives, and university partners, and it was focused on developing strategic recommendations for the agency for advancing equity across the region.

<sup>1</sup> Larger census groupings conceal income inequalities within categories, depending on a variety of factors such as ethnic origin, experience (e.g., education), immigration status, length of time individuals and their families have lived in the US, and gender. For example, though Asians overall rank as the highest earning racial and ethnic group in the US, it is not a status shared by all Asians: nearly one in four Asians in California are working but struggling with poverty.

<sup>2</sup> <https://www.brookings.edu/blog/up-front/2020/02/27/examining-the-black-white-wealth-gap/>

## 2 | DEFINING EQUITY

### Equity Definition Methodology

In formulating a working definition of equity, SCAG convened a cross-functional working group of SCAG staff to undertake a data and research driven approach, utilizing best practices of equity definitions and related terms from across the region, state, and nation. The working group reviewed equity definitions from peer agencies within the state, including Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Sacramento Area Council of Governments, and San Bernardino County Transportation Authority. The review also included other national Metropolitan Planning Organizations, such as Oregon Metro (Portland Area MPO) and Metropolitan Council (Twin Cities MPO). After the collection and review of definitions and related terms, staff drafted an initial working definition, which then went through multiple rounds of review and feedback from the Special Committee on Equity & Social Justice, SCAG staff via an agency-wide survey, and through stakeholder feedback from SCAG's Regional Planning Working Groups.

### Racial Equity

Informed by research, best practices, peer agency review, and guided by input from the Special Committee, SCAG staff, and stakeholders, SCAG identified leading with racial equity as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. SCAG recognizes that challenging racism is essential if SCAG is to support the creation of a just and equitable society. Though all dimensions of equity will not be advanced at the same time, SCAG staff will develop the skills needed to address other facets of equity, and through sustained effort, SCAG will build capacity to apply this work to other inequities.

### Working Definition

SCAG's goal is to advance equity, but depending on which group or person is queried, the definition of equity may vary based on their experiences, viewpoints, identities, or opinions. To better establish expectations towards advancing equity and to work towards one collective goal, SCAG's Special Committee on Equity & Social Justice, SCAG staff, and stakeholder groups contributed to the development of the following working definition of racial equity:

*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.*

# 3 | EVALUATING EXISTING CONDITIONS

Prior to developing a Racial Equity Framework and Early Action Plan, SCAG staff needed to acquire a better understanding of the agency and the region’s existing conditions. To that end, SCAG staff conducted an equity inventory and developed a preliminary baseline assessment of racial inequities across the region.

## Equity Inventory

In fall/winter 2020, SCAG staff completed an equity inventory, which provided a snapshot of how the agency integrated equity considerations into its work and identified additional areas where equity could be integrated. The equity inventory included input from each major program area, including information on what was being done or could be done to advance equity, whether coordination or collaboration with other departments was occurring, the type of work activity (e.g., federal or state requirements, policy work, research programs, etc.), and how equity was being considered within the context of each unique program or project.

## Inventory Recommendations

As evidenced by the work activities detailed in the equity inventory, SCAG staff have laid some important groundwork for further incorporating equity into the agency’s planning work. However, to continue to advance equity, several actions need to take place. The recommendations represent a range of actions that could be taken over a period of time, as it is understood they may take considerable time and effort. These recommendations are now reflected in the Racial Equity Early Action Plan and a selection are highlighted below.

- **Training:** Staff would benefit from a variety of recurring equity-specific trainings to ensure that equity is consistently incorporated in their work, and that staff understand the dimensions and intersections of equity.
- **Guidance & Resources on Equity Integration:** Staff would benefit from strategic guidance to support intentional efforts to advance equity through all work activities. Guidance could take the form of guiding policies or documents, best practices guidance for reference, and/or plan, program, or project checklists.
- **Equity Performance Measures:** The agency would benefit from adopting performance measures to hold it accountable for implementation of policies, plans, programs, and projects that advance equity. Adopting performance measures would help with more accurately measuring the impact of efforts.
- **Centralized Coordination:** As the agency becomes more consistent with incorporating equity into its work activities, mechanisms for collaboration and information sharing should be developed and defining an agency-wide strategy will help provide the direction staff need to facilitate opportunities for collaboration.

## Racial Equity: Baseline Conditions

In winter 2020, SCAG staff developed a preliminary baseline assessment of racial inequities across the region (Appendix A). The indicators were selected after considering Connect SoCal’s vision to chart a path towards a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians, and the plan’s goals. Connect SoCal’s performance measures were also considered, especially those included within the Environmental Justice Technical Report. SCAG staff then completed a comprehensive review of inequity baselines or equity indices developed throughout California and across the nation. Following this research, a long list of potential indicators was produced and evaluated against the following criteria for data:

- Produced by a trusted source;
- Available consistently over time to produce a trend;
- Regularity of use by multiple public agencies;
- Applicability to SCAG (i.e., data is relevant to the impact of SCAG’s work); and
- Disaggregated or broken down by geography, race, and ethnicity.

The resulting list of equity indicators was not intended to be exhaustive; rather it was meant to provide a broad series of intersecting inequities that could and should lead to further study, expansion and/or refinement. Equity indicators were grouped into categories aligned with the goals of Connect SoCal: Economy, Healthy and Complete Communities, Mobility, and Environment. The baseline conditions assessment provided a means to highlight opportunities for consultation and partnership with community-based organizations, partner agencies, and other stakeholders, and it is expected to help in motivating more internal dialogue within the agency to meet the challenges of engaging in regional equity work. It also points to opportunities for deeper analysis of the data and the root causes of inequities, and potential areas for focus of future actions.

# EQUITY INDICATORS

## Economic Vitality



### ECONOMIC VITALITY

- \$15 / HOUR
- MEDIAN HOURLY WAGE
- POVERTY
- WORKING POOR
- UNEMPLOYMENT

### CONNECTEDNESS

- HIGH POVERTY NEIGHBORHOODS

## Mobility



### ACCESSIBILITY

- ACCESS TO EMPLOYMENT
- ACCESS TO OPEN SPACE & PARKS
- COMMUTE TIME
- HOUSEHOLDS WITHOUT A VEHICLE
- TRANSPORTATION SYSTEM SHARE

### SAFETY

- BIKE + PEDESTRIAN COLLISIONS

## Healthy & Complete Communities



### AFFORDABILITY

- HOME OWNERSHIP
- HOUSING BURDEN

### HOUSING QUALITY

- KITCHEN FACILITIES
- OVERCROWDING

### ESSENTIAL SERVICES

- PLUMBING FACILITIES
- BROADBAND ACCESS

### PUBLIC HEALTH

- HEALTH INSURANCE
- SNAP
- LIFE EXPECTANCY

### HOUSEHOLD

- MEDIAN HOUSEHOLD INCOME

## Environment



### CLIMATE VULNERABILITY

- FLOOD HAZARD AREAS
- WILDFIRE RISK

### ENVIRONMENTAL HEALTH

- CALENVIROSCREEN3.0

### PUBLIC HEALTH

- AIR POLLUTION INDEX



# 4 | RACIAL EQUITY FRAMEWORK

Upon acquiring a better understanding of the agency and the region’s existing conditions, SCAG staff, working with the Committee, developed a Racial Equity Framework. The Framework was informed by a publication from Equity in the Center, *Awake to Woke to Work: Building a Race Equity Culture*,<sup>3</sup> which provides insights, tactics, and best practices to shift organizational culture and operationalize equity, and by consultation with Mr. Charles Brown of Equitable Cities. The Framework provides a structure for SCAG’s short-, medium-, and long-term work to incorporate racial equity into the agency’s internal and external work.

The Framework establishes overarching goals and strategies to advance racial equity through SCAG’s policies, practices, and activities. It ensures that SCAG’s equity-related work is aligned toward common goals and continues through actions pursued across the agency. The Framework includes four overarching goals:

- **Shift Organizational Culture:** Focus SCAG’s internal work and practices on inclusion, diversity, equity, and awareness.
- **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG’s regional planning functions.
- **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
- **Activate and Amplify:** Communicate broadly SCAG’s commitment to racial equity and join with others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

- **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.
- **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
- **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change. Advancing Racial Equity in Southern California.

<sup>3</sup> Awake to Woke to Work: <https://equityinthecenter.org/aww/>, (accessed 13 January 2021).

## GOALS



### Shift Organizational Culture

Focus SCAG’s internal work and practices on inclusion, diversity, equity, and awareness.



### Center Racial Equity in Regional Planning & Policy

Bring equity into SCAG’s regional planning functions.



### Encourage Racial Equity in Local Planning Practices

Promote racial equity in efforts involving local elected officials and planning professionals.



### Activate & Amplify

Communicate broadly SCAG’s commitment to racial equity and join with others in different fields and sectors to amplify impact.

## STRATEGIES



### Listen & Learn

Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.



### Engage & Co-Power

Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.



### Integrate & Institutionalize

Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change. Advancing Racial Equity in Southern California.

# 5 | SUMMARY OF COMMITTEE DISCUSSIONS

In July 2020 SCAG’s Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity & Social Justice to further develop SCAG’s response to advancing equity throughout the agency’s activities and advise SCAG’s Regional Council on policies and practices to advance its resolved intentions. The Committee that was formed was comprised of elected officials, nonprofit and private sector representatives, and university partners.

The Committee was focused on developing strategic recommendations for the agency for advancing equity across the region. The work of the Committee included reviewing and providing feedback on:

- An agency-wide working definition of “equity”;
- Existing equity-related activities throughout SCAG’s departments;
- The draft framework for the Racial Equity Early Action Plan; and
- SCAG’s work plan for developing an Inclusive Economic Recovery Strategy (IERS).

The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021. During the first three meetings the Committee focused on specific informational items. Committee members provided feedback to SCAG on how it could consider advancing equity within the agency as well as across the region. The Committee recommended that SCAG prioritize focusing on racial equity, considering the disproportionate inequities experienced by people of color throughout the region.

Throughout the Committee’s discussion of the topics detailed below, several recommendations surfaced that informed the development of the Early Action Plan. Committee members recommended that SCAG focus its equity efforts on areas where the agency could more readily make an impact, such as in planning for transportation or housing. Committee members noted that for topic areas outside of SCAG’s control such as education, SCAG could prioritize capacity-building programs and expand partnerships with universities and other community-based organizations to support existing efforts. Committee members suggested that SCAG’s role should be to provide leadership in racial equity work for local jurisdictions, agencies, and other metropolitan planning organizations. SCAG could accomplish this by leading by example through centering race and using disaggregated data to equitably direct resources. Finally, Committee members recommended SCAG use its power to motivate and inspire local jurisdictions to take on this work, providing incentives and expanding capacity to facilitate the centering of racial equity in local planning.



## 6 | SUPPORTING OUTREACH

SCAG staff conducted both internal and external outreach to acquire an understanding of conceptions of equity, current and potential equity work, and ideas on actions SCAG could take to advance equity. The outreach is described below, sorted by each significant effort.

### Equity Definition

In the summer and fall of 2020, SCAG developed a definition of “equity” to ensure a shared understanding of the focus of its work. In formulating a working definition of equity, SCAG convened a cross-functional working group of SCAG staff to undertake a data and research driven approach, utilizing best practices of equity definitions and related terms from across the region, state, and nation. After the collection and review of definitions and related terms, staff drafted an initial working definition, which then went through multiple rounds of review and feedback from the Special Committee, SCAG staff via an agency-wide survey, and through stakeholder feedback from SCAG’s Regional Planning Working Groups.

### Equity Inventory

In the fall and winter of 2020, SCAG conducted an internally focused equity inventory, which provided a snapshot of how the agency integrated equity considerations into its work and identified additional areas where equity could be integrated. The equity inventory included input from each major program area, including information on what was being done or could be done to advance equity, whether coordination or collaboration with others was occurring, the type of work activity (e.g., federal or state requirements, policy work, research programs, etc.), and how equity was being considered within the context of each unique program or project. The results of the equity inventory informed proposed actions included within the Early Action Plan.

### Racial Equity Framework & Early Action Plan

To bring attention to SCAG’s equity work and solicit input from a wider range of stakeholders, SCAG held a public meeting with all of its policy committee members on March 4, 2021. The meeting was focused on considering planning’s historic role in exacerbating inequities that are seen across the nation and in the region. As part of the meeting, information was shared on the draft Early Action Plan, the baseline assessment, and an Early Action Plan online survey was released. SCAG staff also conducted outreach to stakeholders via the Regional Planning Working Group meetings and other committees including: Active Transportation Working Group; Environmental Justice Working Group; Natural & Farmlands Conservation Working Group; Public Health Working Group; Transportation Safety Working Group; Emerging Technology Committee; Go Human Steering Committee; and Regional Transit Technical Advisory Committee. The public survey garnered over 120 individual responses, with all six SCAG counties represented across government, private, and nonprofit sectors. Feedback from the Special Committee, policymakers, Regional Planning Working Groups, and other stakeholders shaped the draft Early Action Plan and will continue to be considered as SCAG implements actions going forward. Key feedback from the Early Action Plan online survey and outreach is detailed on the following page.

# KEY FEEDBACK

## GOAL 1

### Shift Organizational Culture

- Institutionalize racial equity within SCAG by budgeting for dedicated a staff and/or a program to support racial equity capacity across SCAG's programs and policy areas. (EAP Action: Establish Inclusion, Diversity, Equity, and Awareness (IDEA) Team to oversee and update EAP)
- Ensure that all SCAG programs and policy areas track and report implementation in alignment with the Equity & Social Justice Resolution and the forthcoming Early Action Plan. (EAP Action: Establish Inclusion, Diversity, Equity, and Awareness (IDEA) Team to oversee and update EAP)

## GOAL 2

### Center Racial Equity in Regional Policy & Planning

- Continue to host public surveys, listening sessions, and forums to gather public input from advocates and community regarding racial justice and equity. (EAP Action: Update Public Participation Plan)
- Solicit feedback from racial and social justice groups, advocates, and communities of color during the updating of SCAG's internal policies and regional plans, and establish measurable protocols for implementing that feedback. Include and engage impacted communities early and often. (EAP Action: Update Public Participation Plan)
- Create observable indicators to measure if or to what extent participation from those groups/advocates/communities is being performed. This requires the publication of actions and steps that the division/entity/body agrees to perform moving forward. (EAP Action: Update Public Participation Plan)
- Host trainings and briefings for SCAG's elected leadership, staff, jurisdictions, and communities of color on racial equity and how to develop equitable plans. (EAP Actions: Offer equity training for Board members, including as part of Board Orientation; Expand Toolbox Tuesday trainings to include sessions on racial equity; Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations & Stakeholders)

## GOAL 3

### Encourage Racial Equity in Local Planning

- Compile, publish, and update a list of racial and social justice groups and advocates that jurisdictions can connect with via outreach and hire as equity consultants to transparently and equitably compensate racial justice groups and communities of color for their work and providing feedback. (EAP Action: Provide resources for Community-Based Organizations engagement in Local Planning (e.g., Call for Collaboration, Go Human Mini-Grants, etc.))
- Provide and share best practices, case studies, and training including real life examples and toolkits of successful communities of color engagement in planning and policy-making and provide training on local equity planning for local jurisdictions. (EAP Actions: Support data requests, create tools for information sharing, Provide resources through the Sustainable Communities Program to promote Environmental Justice, Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows)
- Improve action-oriented activities such as pilot and design-build projects that support implementation regarding racial equity (EAP Actions: Provide resources through the Sustainable Communities Program to promote Environmental Justice; Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows)

## GOAL 4

### Activate & Amplify

- Use and be clear in moving towards community ownership of projects where public participation moves towards engagement and engagement moves toward community ownership of planning processes. (EAP Actions: Update Public Participation Plan, Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations & Stakeholders)
- Use a qualitative and quantitative approach to including community stories and engaging local champions in regional planning. (EAP Actions: Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations & Stakeholders; Prepare Annual Racial Equity Indicators Report)
- Advocate at the state, federal, and foundation level for resources to implement community engagement interventions to address disparities. (EAP Actions: Collaborate on a public information campaign to promote fair housing and reduce segregation, Develop Inclusive Economic Recovery Strategy)

# 7 | COMMITTEE RECOMMENDATIONS

## Racial Equity Early Action Plan

Based on the discussions and feedback of the Special Committee as well as other stakeholders, SCAG staff prepared the draft EAP, which includes a total of 29 actions fairly evenly split across all the goals and strategies. The early actions include activities that can be initiated with existing resources through process improvements, leveraging current work activities, and forming new partnerships, as well as new efforts and programs that would need to be considered through the budget development process. The EAP is anticipated to be a “living document,” with opportunities to identify new actions over time. It is a resource to begin to align and bring greater focus to opportunities to advance racial equity through SCAG’s work. Upon Regional Council adoption, SCAG staff will take steps to begin implementing the EAP. SCAG anticipates that its newly formed Inclusion, Diversity, Equity, and Awareness (IDEA) Team will oversee implementation of and updates to the EAP, and that SCAG staff will provide the Regional Council with periodic updates to ensure progress and accountability.

### GOAL 1 | SHIFT ORGANIZATIONAL CULTURE

Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program</li> <li>Conduct an externally led racial equity audit to further inform equity actions</li> </ul>	<ul style="list-style-type: none"> <li>Establish an IDEA Team to oversee and update EAP</li> <li>Assess and align procurement policies with diversity goals</li> <li>Create an Equity Planning Resource Group to share best practices</li> <li>Develop a Diversity Style Guide on standards for communicating</li> </ul>	<ul style="list-style-type: none"> <li>Update SCAG’s Strategic Plan to incorporate an equity vision and goals to guide agency work plans</li> <li>Prepare an Inclusive and Equitable Talent Management Strategy</li> </ul>

### GOAL 2 | CENTER RACIAL EQUITY IN REGIONAL POLICY & PLANNING

Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>Offer equity training for Board members, including as part of Board Orientation</li> <li>Include Equity Assessment section in Staff Reports</li> <li>Prepare Annual Racial Equity Indicators Report</li> </ul>	<ul style="list-style-type: none"> <li>Increase opportunity for participation in Policy Committees; Formalize Committee equity roles</li> <li>Update Public Participation Plan</li> <li>Form Regional Policy Working Group dedicated to Equity</li> </ul>	<ul style="list-style-type: none"> <li>Develop equity goals, policies, and metrics as part of Connect SoCal update</li> <li>Explore developing Research Program with University Partners</li> </ul>

### GOAL 3 | ENCOURAGE RACIAL EQUITY IN LOCAL PLANNING

Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>Support data requests, create tools for information sharing</li> <li>Expand Toolbox Tuesday trainings to include sessions on racial equity</li> <li>Provide elected officials with fact sheets and tools to promote racial equity</li> </ul>	<ul style="list-style-type: none"> <li>Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants</li> <li>Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows</li> </ul>	<ul style="list-style-type: none"> <li>Refine equity goals and evaluation criteria used in Sustainable Communities Program</li> <li>Provide resources through the Sustainable Communities Program to promote Environmental Justice</li> <li>Identify opportunities to incorporate equity analysis in development of 2023 FTIP</li> </ul>

### GOAL 4 | ACTIVATE & AMPLIFY

Listen & Learn	Engage & Co-Power	Integrate & Institutionalize
<ul style="list-style-type: none"> <li>Collaborate on a public information campaign to promote fair housing, reduce segregation</li> <li>Strengthen relationships with other MPOs</li> </ul>	<ul style="list-style-type: none"> <li>Explore opportunities to partner to establish a “Planning University” for Community-Based Organizations &amp; Stakeholders</li> <li>Develop an Excellence in Equity Annual Award Program</li> </ul>	<ul style="list-style-type: none"> <li>Develop Inclusive Economic Recovery Strategy</li> </ul>

Attachment: Racial Equity Early Action Plan Report (Racial Equity Early Action Plan)

# APPENDIX

## Racial Equity: Baseline Conditions Report





# Racial Equity: Baseline Conditions Report

March 2021

Revised March 24, 2021



Attachment: Racial Equity Early Action Plan Report (Racial Equity Early Action Plan)



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## ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

## MISSION STATEMENT

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

visit us at [scag.ca.gov](http://scag.ca.gov)

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## Introduction

In July 2020, SCAG's Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. For the region to become healthy, livable, sustainable, and economically resilient, SCAG needs to dramatically improve outcomes for low-income families and people of color. To that end, SCAG's core function, its planning work, must directly address the long-standing systemic and institutional barriers that have fostered inequities in health, wealth, and opportunities. SCAG staff are developing an Early Action Plan to help facilitate the consistent integration of equity into its planning work. The purpose of this report is to highlight past transportation and housing policies and practices that yielded the inequitable conditions that exist today and provide a preliminary baseline assessment of racial equity in Southern California to inform future planning. These inequitable conditions fall into categories aligned with the goals of SCAG's long-range plan, Connect SoCal: Economy, Healthy and Complete Communities, Mobility, and Environment.

## Brief History & Background

People of color currently comprise about 70 percent of the region's population and are expected to make up an even larger share by 2045, when people of color will comprise nearly 80 percent of the population. A range of economic and social impacts such as health outcomes, education, employment, housing conditions, rates of incarceration, and life expectancy, vastly vary throughout the region based on race, income, and census tract. For example, there is a disproportionate burden of poverty on Black, Indigenous, and people of color compared to their white counterparts: the highest rates of poverty are experienced by Black (22 percent), Native American (19 percent), and Hispanic (Latino) (19 percent) communities, compared to about 14 percent of the white population and about 12 percent of an aggregated Asian population.<sup>1</sup> When the category Asian is further stratified (i.e., Chinese, Korean, Thai, etc.), certain Asian communities experience a disproportionate burden of poverty.<sup>2</sup> Institutional and systemic racism experienced by these communities continues to impact their access to more mobile, sustainable, and prosperous futures in Southern California. The history of both the United States of America and California shows how race has played a role in the disparities and inequities that people of color experience today.

## HOW TRANSPORTATION & HOUSING POLICIES IN THE 20TH CENTURY EXACERBATED INEQUITY

Despite both the ratification of the 14th Amendment in 1868, intended to provide equal protection under the law, and the 15th (1870) and 19th (1920) Amendments, which guaranteed citizens the right to vote, people of color have consistently not seen the full benefits of these rights. In 1896, the United States Supreme Court upheld the constitutionality of "separate but equal" laws in the case of *Plessy v. Ferguson*, ushering in the Jim Crow Era of racial segregation and disenfranchisement.

During this era, major expansions in transportation infrastructure were encouraged by a stimulus of federal funding in California. In 1911, the newly established California Highway Commission implemented

<sup>1</sup> Larger census groupings conceal income inequalities within categories, depending on a variety of factors such as ethnic origin, experience (e.g., education), immigration status, length of time individuals and their families have lived in the US, and gender. For example, though Asians overall rank as the highest earning racial and ethnic group in the US, it is not a status shared by all Asians: nearly one in four Asians in California are working but struggling with poverty.

<sup>2</sup> PRRI STAFF. "The Working Lives and Struggles of Asian Americans and Pacific Islanders in California." PRRI, 2019. <https://www.prrri.org/research/the-working-lives-and-struggles-of-asian-americans-and-pacific-islanders-in-california/>

federal policy direction toward the creation of the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. The Commission determined project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services.

In 1934, the Federal Housing Administration (FHA) was established to facilitate numerous tasks, including home financing, improving housing standards, making housing and mortgages more affordable, and increasing employment in the home construction industry in the wake of the Great Depression. However, while its core function was to insure home mortgage loans by banks and private lenders, encouraging them to make more loans to prospective home buyers, the FHA refused to insure mortgages in Black neighborhoods, often forcing them to move into urban housing projects, and leaving them unable to build existing wealth that comes in the purchase of a home. This FHA home-valuation system was known as “redlining” because maps created by Home Owners’ Loan Corporation and the FHA used red to color code neighborhoods where Black residents lived to indicate these areas were too risky to insure mortgages.<sup>3</sup> The FHA also tacitly endorsed the use of restrictive covenants, which were private agreements attached to property deeds to prevent the purchase of homes by Black, Hispanic (Latino), Asian and Native American people.

Though the FHA announced that it would not insure mortgages with restrictive covenants in 1950, redlining lasted until the mid-1960s. In addition to redlining, people of color still faced many challenges, such as negligent landlords and chronic disinvestment, which intersected with an influx of Black residents seeking homes as a part of the “Second Great Migration,” when major populations of Black residents migrated West during World War II.<sup>4</sup> People of color had few choices on where to live, and neighborhoods where they were allowed became overcrowded and often took on unhealthy living conditions. In Los Angeles County, this included neighborhoods such as South Central and the San Fernando Valley.<sup>5</sup> Many of these neighborhoods were located next to polluting industrial infrastructure, sped up by burgeoning industrial factories in the defense, garment, and automobile industries. Many of the highway infrastructure projects not only cleared existing neighborhoods, but also contributed to heavy air pollution that has led to ongoing asthma and health conditions in remaining residents.<sup>6</sup>

Even in neighborhoods where people of color found housing, they were threatened by violence and urban renewal policies. The Federal Housing Acts of 1949 and 1954 led to the demolition of neighborhoods inhabited by people of color. The Acts enabled the clearing of blighted areas and destroyed affordable housing units in urban areas. A core example of the impacts of the 1954 Federal Housing Act is the clearance of Chavez Ravine, a self-sufficient Mexican American community that for generations ran their own schools and churches and grew their own food. The City of Los Angeles approved the construction of thousands of housing units in Chavez Ravine (which was deemed blighted), and residents were forced out through various means. While residents were told that they would have first choice for homes in the

<sup>3</sup> Terry Gross. “A ‘Forgotten History’ Of How the U.S. Government Segregated America.” NPR, 2017 <https://www.npr.org/2017/05/03/526655831/a-forgotten-history-of-how-the-u-s-government-segregated-america#:~:text=He%20notes%20that%20the%20Federal,were%20mass%2Dproducing%20entire%20subdivisions>

<sup>4</sup> Kelly Simpson. “The Great Migration: Creating a Black New Identity in Los Angeles.” KCET, 2021. <https://www.kcet.org/history-society/the-great-migration-creating-a-new-black-identity-in-los-angeles>

<sup>5</sup> Kelly Simpson. “A Southern California Dream Deferred: Racial Covenants in Los Angeles.” KCET, 2012 <https://www.kcet.org/history-society/a-southern-california-dream-deferred-racial-covenants-in-los-angeles>

<sup>6</sup> N.a. “Between the 110 and the 405: Environmental Injustice in South Los Angeles.” SCOPE, 2017. <https://scopela.org/between-the-110-and-the-405-environmental-injustice-in-south-los-angeles/>

proposed new development, public housing was never built, and the remains of Chavez Ravine instead became the site of Dodger Stadium.<sup>7</sup>

## ADDRESSING PAST POLICIES & PRACTICES

Attempts have been made through various federal and state laws and regulations to identify and rectify the impacts of racially discriminatory policies, including the Civil Rights Act of 1964, Title VI, Consideration of Environmental Justice, which discloses the benefits and burdens of proposed projects on minority populations and bars discrimination that is intentional and has unjustified disparate impact (policies that are, at face value, neutral, but discriminate against protected groups). More recent examples include Executive Order 12898 (1994), which requires that every federal agency make environmental justice a part of its mission by identifying and addressing effects of all programs, policies and activities on under-represented groups and low-income populations; and Senate Bill 115 (1999) which calls for “the fair treatment of people of all races, cultures and income with respect to development, adoption and implementation of environmental laws, regulations and policies” to be included in the development of General Plans.

In addition, recently adopted legislation is helping SCAG work towards improving the availability of housing for all residents. In 2018, the State of California adopted legislation requiring local governments to “affirmatively further fair housing.”<sup>8</sup> Under state law, to affirmatively further fair housing means “taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”<sup>9</sup> The new law has strengthened provisions of the State Housing Element law, which requires that general plans of all cities and counties plan for housing for all Californians.

As a regional planning organization, understanding the disparities and inequities resulting from geography and the built environment are central to SCAG’s work to plan for a more racially just, equitable future. Connect SoCal includes an extensive Environmental Justice Technical Report with detailed analyses on current conditions and the consequences of the region’s transportation projects on low-income communities and Black, Indigenous, and people of color. Connect SoCal also includes a robust, data-driven Public Health Technical Report, which is grounded in the Social Determinants of Health, a public health framework which is centered on the built environment and conditions in which we live, work, play and age.

As a government agency focused on planning, SCAG has the opportunity, and in some cases the legal obligation, to analyze and address the inequities that government and the planning profession have created by systemically driving and perpetuating societal differences along racial lines that have resulted in vastly different living and social conditions and access to opportunities. While SCAG considers potential impacts on people of color and low-income households in our regional growth, transportation, and economic development planning and analysis, SCAG recognizes that more affirmative approaches that seek to counter the effects of historic practices, like those being pursued through state housing law to overcome patterns of segregation and foster inclusive communities, are needed to advance equity and social justice across the region.

<sup>7</sup> Elina Shatkin. “The Ugly, Violent Clearing of Chavez Ravine Before It Was Home to the Dodgers.” LAist, 2018. [https://laist.com/2018/10/17/dodger\\_stadium\\_chavez\\_ravine\\_battle.php](https://laist.com/2018/10/17/dodger_stadium_chavez_ravine_battle.php)

<sup>8</sup> AB 686 Summary of Requirements in Housing Element Law, California Department of Housing and Community Development Memorandum to Planning Directors et. al, April 23, 2020; AB 686, Ch. 958 (Santiago) Statutes of 2018.

<sup>9</sup> California Government Code § 8899.50 (a)(1).

## A NOTE ON TERMINOLOGY

Language and terms are intricately connected to equity and representation and are evolving. The names of the following indicators used in this report are drawn from existing terminology used in their original data sources. They do not always represent current best practice, and in some cases, may in fact be offensive, triggering or erasing to some communities. The list below includes the demographic categories that are used in the following sections regarding the region's existing conditions.

- Black includes the category, Black or African American (not Hispanic or Latino), as defined by the U.S. Census.
- Hispanic (Latino) includes all populations that identify their ethnicity as Hispanic or Latino in the U.S. Census.
- Native American includes the U.S. Census category, American Indian and Alaskan Native (not Hispanic or Latino).
- Asian/Pacific Islander includes the categories Asian (not Hispanic or Latino) and Native Hawaiian and Other Pacific Islander (not Hispanic or Latino). Select analyses only address the category Asian (not Hispanic or Latino) or Pacific Islander (not Hispanic or Latino) and will be noted as such.
- Mixed/Other includes the categories Some Other Race (not Hispanic or Latino) and Two or More Races (not Hispanic or Latino).
- White includes the census category white (not Hispanic or Latino).
- The designation "people of color" indicates the percentage of the population that does not identify as non-Hispanic white, inclusive of the following categories: Black, Hispanic (Latino), Native American, Asian/Pacific Islander, and Mixed/Other.<sup>10</sup> People of color is both a helpful and unhelpful term: people of color puts anyone besides non-Hispanic white into one group, hiding the unique disparities that differ greatly among various populations. Yet at the same time, the term people of color recognizes the significant disparities that have endured over time as a result of historical discrimination and racism and highlights these inequities against non-white populations. This report uses this term to highlight the stark inequities in the region, while also further breaking down each indicator by race/ethnicity.

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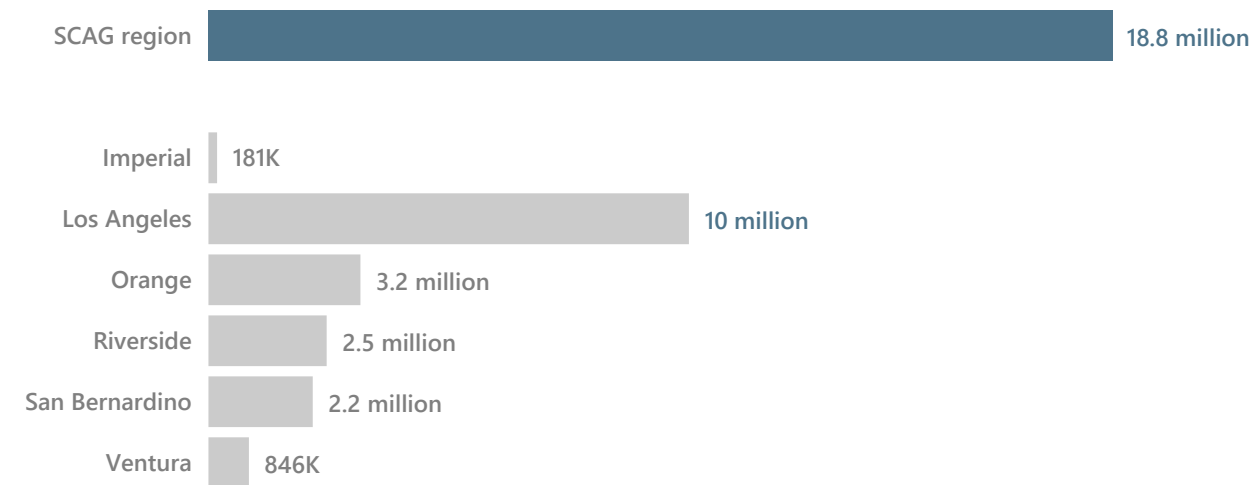
<sup>10</sup> U.S. Census Bureau, 1980, 1990, 2000, and 2010 Decennial Census Summary Files, 2017 National Population Projections; Woods & Poole Economics, Inc., 2019 Complete Economic and Demographic Data Source.

# 1 | Who Considers Southern California Home?

Southern California is home to roughly 19 million people, about half the entire state’s population. One of the region’s greatest assets is its diversity, not just in its geography, but in its people. People of color currently represent about 70 percent of the region’s population and by 2045 are expected to grow to nearly 80 percent. In reviewing our current demographics, SCAG relied on the U.S. Census Bureau and American Community Survey 2019 1-year estimate and 5-year estimates.

## Total Population

Nearly 19 million residents live in the SCAG region.



Source: 2019 American Community Survey (1-year estimate), U.S. Census Bureau

## Race/Ethnicity Distribution

People of color make up over 70 percent of the region’s population.

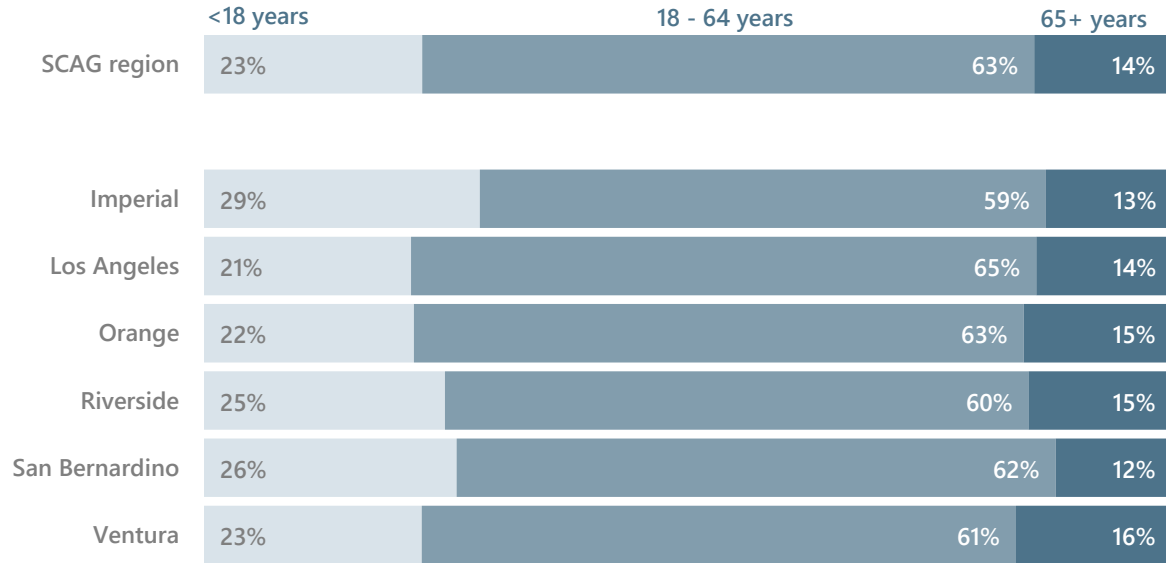
Race/Ethnicity breakdown by county in the region.

Race/Ethnicity	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	SCAG Region
Black	2.2%	7.8%	1.6%	6.1%	7.9%	1.7%	6.2%
Hispanic (Latino)	84.2%	48.5%	34.1%	48.9%	53.3%	42.7%	46.8%
Asian/Pacific Islander	1.4%	14.6%	20.6%	6.6%	7.3%	7.4%	13.4%
Native American	0.6%	0.2%	0.2%	0.4%	0.4%	0.2%	0.3%
Mixed/Other	1.0%	2.6%	3.0%	2.7%	2.7%	2.6%	2.7%
White	10.6%	26.2%	40.6%	35.3%	28.5%	45.4%	30.8%
<b>People of color</b>	<b>90.4%</b>	<b>76.3%</b>	<b>62.5%</b>	<b>67.4%</b>	<b>74.3%</b>	<b>57.2%</b>	<b>71.9%</b>

Source: 2019 American Community Survey (1-year estimate), U.S. Census Bureau

## Age Distribution

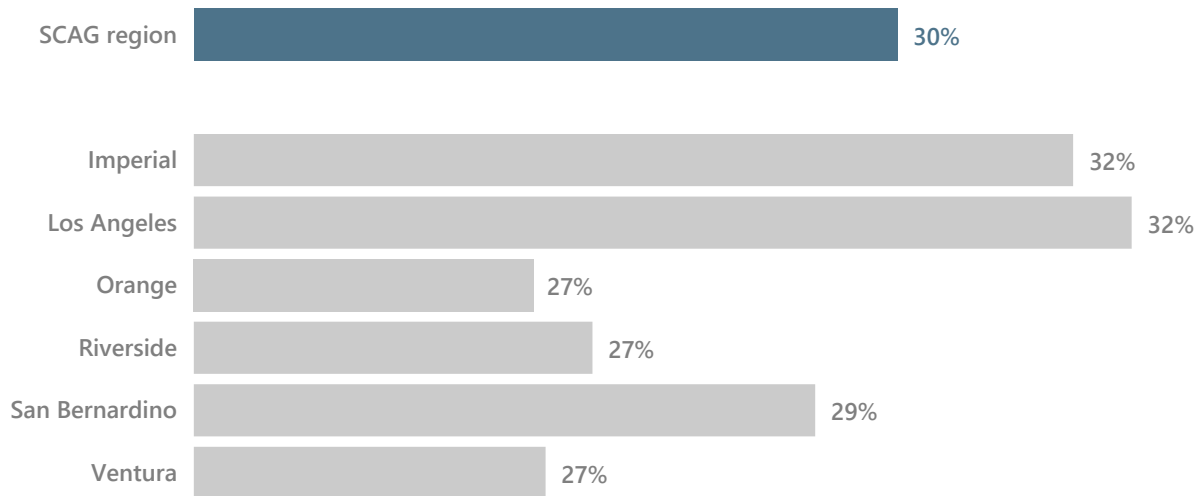
### Age Distribution by County



Source: 2019 American Community Survey (1-year estimate), U.S. Census Bureau

## Female-Headed Households

Regionally, 30 percent of households are female-headed households.

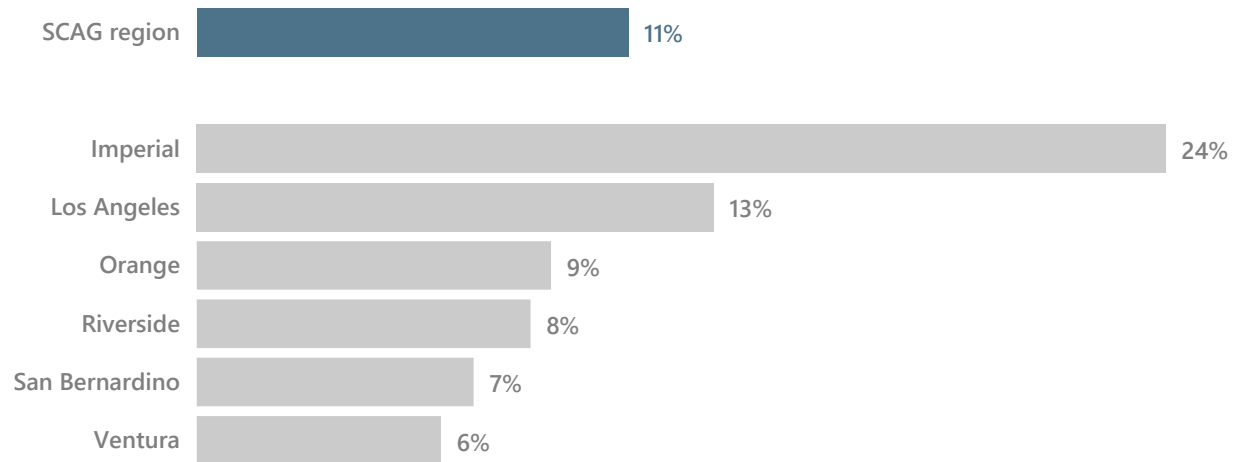


Source: Social Explorer Tables: ACS 2019 (5-Year Estimates), ACS 2019 (5-Year Estimates), Social Explorer; U.S. Census Bureau



## Linguistic Isolation

Regionally, over 1 in 10 residents experience linguistic isolation.

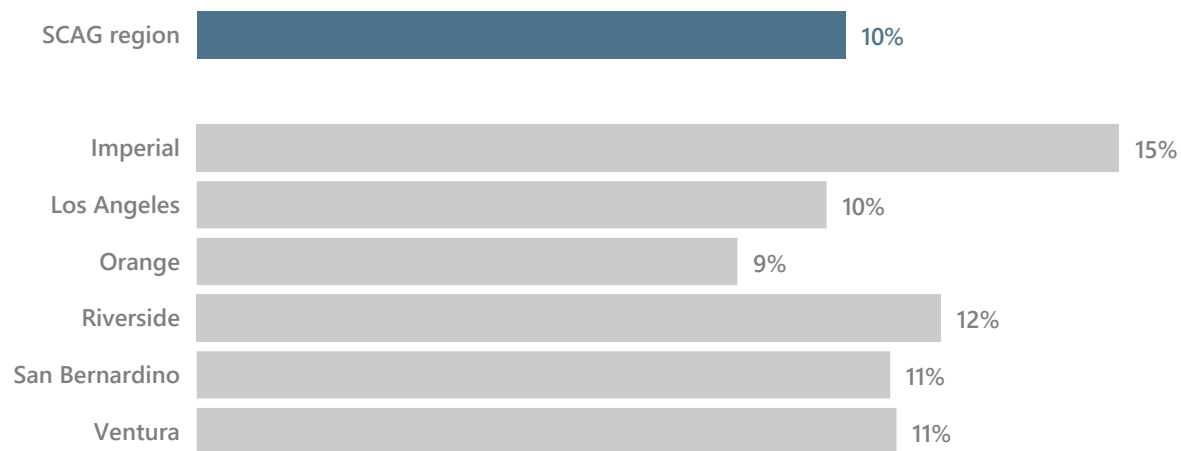


Source: American Community Survey 2015 - 2019 (5-Year Estimates), ACS 2019 (5-Year Estimates), U.S. Census Bureau

People experiencing linguistic isolation are more likely to experience larger inequities as it can be more difficult to access resources, employment, healthcare, and other needs, furthering inequitable outcomes.<sup>11</sup>

## People with Disabilities

1 in 10 residents identify as having one or more disabilities in the region.



Source: American Community Survey 2015 - 2019 (5-Year Estimates), ACS 2019 (5-Year Estimates), U.S. Census Bureau

People with disabilities often face increased systemic barriers to resources and opportunities.<sup>12</sup> These experiences might be compounded when people with disabilities are racialized, and/or live-in poverty.<sup>13</sup> Regionally, nearly one in ten residents identify as having a disability.<sup>14</sup>

<sup>11</sup> Linguistic isolation is measured in population for those aged 5 and above.

<sup>12</sup> (Center for Disease Control and Prevention 2020)

<sup>13</sup> (Artiles 2013)

<sup>14</sup> American Community Survey Tables: 2015 - 2019 (5-Year Estimates), ACS 2019 (5-Year Estimates), U.S. Census Bureau

## 2 | Economic Vitality

In considering economic equity and the corresponding indicators, SCAG consulted the National Equity Atlas, a detailed report card on American racial and economic equity.<sup>15</sup> The National Equity Atlas defines an equitable community as one where all residents, regardless of their race, nativity, gender, or zip code, are fully able to participate in a community's economic vitality, contribute to its readiness for the future, and connect to its assets and resources. A multitude of structural barriers, such as discrimination in the labor market and predatory financial practices, have prevented people of color from advancing and contributed to racial inequities in employment, income, and wealth. In the sections that follow, economic equity indicators for the region are highlighted, disaggregated by race and ethnicity, and other demographics whenever possible.

The COVID-19 pandemic has brought increased recognition that improving economic health and achieving equity will require new approaches and strategies that address social, economic, and environmental factors that influence the economy. Pre-pandemic, the income gap grew faster in California than anywhere else in the nation. The wealthiest Californians have enjoyed a growing slice of the income pie, while the poorest households' share shrunk.<sup>16</sup> The pandemic has disproportionately impacted the least advantaged and most at-risk SCAG region residents, and low-resourced jurisdictions have seen larger impacts. Lower-income segments of the population at the regional levels have experienced dramatically higher job losses and economic disruptions related to the pandemic, and these were people who were already experiencing significant difficulties pre-pandemic. As the region moves forward to build an inclusive economic recovery strategy, efforts aim to ensure that the region's most disadvantaged populations can realize growth and opportunities.

Economic vitality indicators examine whether all people regardless of race or gender can access high-quality jobs, economic security, rising incomes, and entrepreneurship and homeownership opportunities. They also measure income inequality and job and wage growth in relation to overall economic growth. In the following section, economic vitality indicators are highlighted, providing a regional snapshot, disaggregated by race and ethnicity, county, and other demographics whenever possible.

*"True economic recovery demands a more integrated, community-led, place- and people-centered approach—one designed to build upon community strengths and break down the structural inequities."*

—Hanna Love, Tunua Thrash-Ntuk, and Jennifer S. Vey<sup>17</sup>

A note for interpreting the figures that follow: the designation "people of color" indicates the percentage of the population that does not identify as non-Hispanic white, inclusive of the following categories, Black, Hispanic (Latino), Asian/Pacific Islander, and Mixed/Other.<sup>18</sup>

<sup>15</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>16</sup> California Budget Fiscal Year 2021: <http://www.ebudget.ca.gov/budget/2021-22/#/BudgetDetail> (Newsom January 8, 2021)

<sup>17</sup> Hanna Love, Tunua Thrash-Ntuk, and Jennifer S. Vey, "No more status quo: A community-led action plan for addressing structural inequity during COVID-19 recovery" (August 3, 2020)

<sup>18</sup> U.S. Census Bureau, 1980, 1990, 2000, and 2010 Decennial Census Summary Files, 2017 National Population Projections; Woods & Poole Economics, Inc., 2019 Complete Economic and Demographic Data Source.

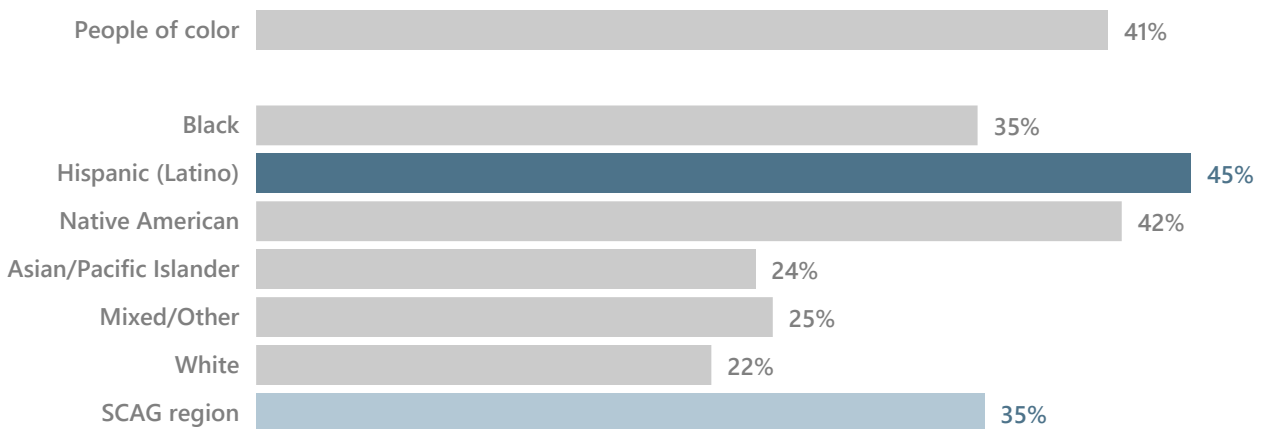
## INDICATOR 1

### Households Below 200% Poverty<sup>19</sup>

#### WHO IS MOST LIKELY TO LIVE IN POVERTY?

Lack of sufficient income has multiple negative consequences on health, well-being, and economic success. Children who experience poverty are at greater risk of starting school behind their peers, scoring lower on achievement tests, being unemployed and earning less as adults, and having poor health as adults.<sup>20</sup>

**Nearly half of Hispanic (Latino) households lived below 200 percent of the poverty line in 2018, the highest among all race/ethnicity groups in the region.**



Source: IPUMS USA, National Equity Atlas

- There is a disproportionate burden of poverty on people of color relative to their white counterparts with 41 percent of people of color living in poverty across the region.<sup>21</sup>
- Overall, the percentage of residents that fall under the two hundred percent (200%) federal poverty level is significantly higher in every county for people of color than for white populations.
- Since 1980, white populations experienced the lowest poverty rates across the region compared to all other race/ethnic groups.
- Hispanic (Latino) (45 percent) and Native American (42 percent) populations experienced poverty at the highest rates compared to all other racial and ethnic groups in the SCAG region in 2018.
- About 25 percent of Asian/Pacific Islanders lie under the 200 percent federal poverty level, except for in Ventura County, where Asian/Pacific Islanders experience the lowest poverty rates as compared to other racial and ethnic groups.

<sup>19</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>20</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>21</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org), 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

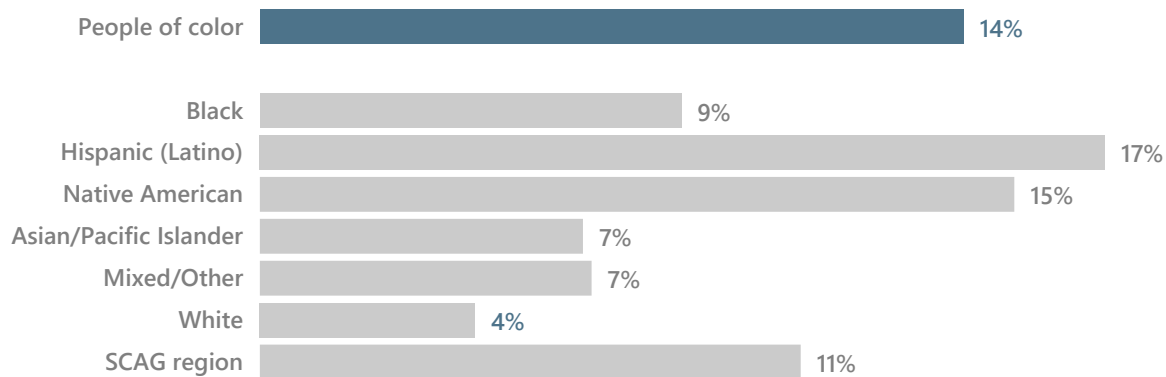
## INDICATOR 2

### Working Poor<sup>22</sup>

#### DO ALL JOBS PAY HOUSEHOLD-SUPPORTING WAGES?

Many full-time jobs do not pay enough to keep workers out of poverty, leaving them struggling to pay their bills and not able to invest in their future. Low-wage workers face the challenge of finding affordable childcare and experience greater family instability and worse health than higher-wage workers.<sup>23</sup>

**Full-time workers of color were three times more likely than their white counterparts to live in poverty in the region.**



Source: IPUMS USA, National Equity Atlas

- Regionally, people of color (14 percent) were considered working poor three times more than that of the white population (4 percent) in 2018.<sup>24</sup>
- The percentage of working poor has increased overall since 1980 from 7 percent of workers to 11 percent of workers, although Black and Mixed/Other populations experienced slight decreases.
- In 2018, across all race/ethnicity groups, Hispanic (Latino) workers were most likely to be considered working poor with 17 percent of full-time workers still living below two hundred percent (200%) federal poverty level. Hispanic (Latino) workers were most likely to be identified as working poor in Los Angeles County (21 percent), San Bernardino County (19 percent), and Orange County (18 percent).
- In San Bernardino County, Native American populations were significantly more likely than any other race or ethnic group to be identified as working poor at 27 percent, more than 15 percent higher than the regional average of working poor.<sup>25</sup>

<sup>22</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>23</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>24</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org), 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

<sup>25</sup> Disaggregated data was unavailable for Imperial County (Black, Native American, Asian/Pacific Islander, Mixed/Other), Los Angeles County (Asian/Pacific Islander), Orange County (Native American and Asian/Pacific Islander), Riverside County (Asian/Pacific Islander), San Bernardino County (Asian/Pacific Islander), and Ventura County (Native American and Asian/Pacific Islander).

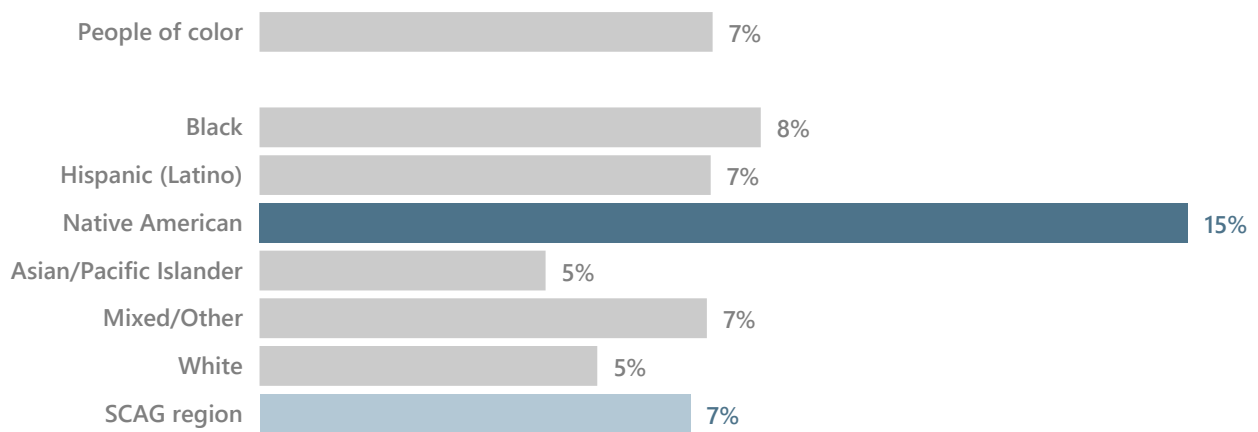
### INDICATOR 3

## Unemployment Rate<sup>26</sup>

### CAN ALL RESIDENTS ACCESS EMPLOYMENT?

Employment is the predominant source of income for the vast majority of working-age people, and unemployment is strongly associated with poverty as well as physical and mental illness, drug addiction, and suicide. A reduced unemployment rate would help reduce racial inequities and create a stronger economy.<sup>27</sup>

**Native Americans were 2 – 3 times more likely to be unemployed than any other race/ethnicity group in the region in 2018.**



Source: IPUMS USA, National Equity Atlas

- Between 1980 and 2017, the average unemployment rate for people of color remained stable. This disparity shrinking was likely due to the bounce back after the recession. However, this growth was the result of increasing numbers of jobs with lower skills and lower wages.<sup>28</sup> While the disparity in unemployment between the white population and people of color had shrunk prior to the pandemic, the unemployment rate for people of color was still 38 percent higher.<sup>29</sup>
- Native Americans expressed a different, more concerning picture, with significantly higher rates of unemployment (15 percent) than any other race or ethnicity group in the region. In Riverside County, 21 percent of Native Americans experienced unemployment.<sup>30</sup>
- This differed widely under the COVID-19 pandemic: the region experienced 4 percent unemployment in February 2020, which rapidly grew to 18 percent by May 2020 due to significant losses among low-paying jobs, predominantly staffed by people of color.<sup>31</sup>

<sup>26</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>27</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>28</sup> (Southern California Association of Governments 2020)

<sup>29</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org), 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

<sup>30</sup> Disaggregated data was unavailable for Imperial County (Black, Native American, Asian/Pacific Islander, Mixed/Other), Los Angeles County (Asian/Pacific Islander), Orange County (Native American and Asian/Pacific Islander), Riverside County (Asian/Pacific Islander), San Bernardino County (Asian/Pacific Islander), and Ventura County (Asian/Pacific Islander).

<sup>31</sup> (Southern California Association of Governments 2020)

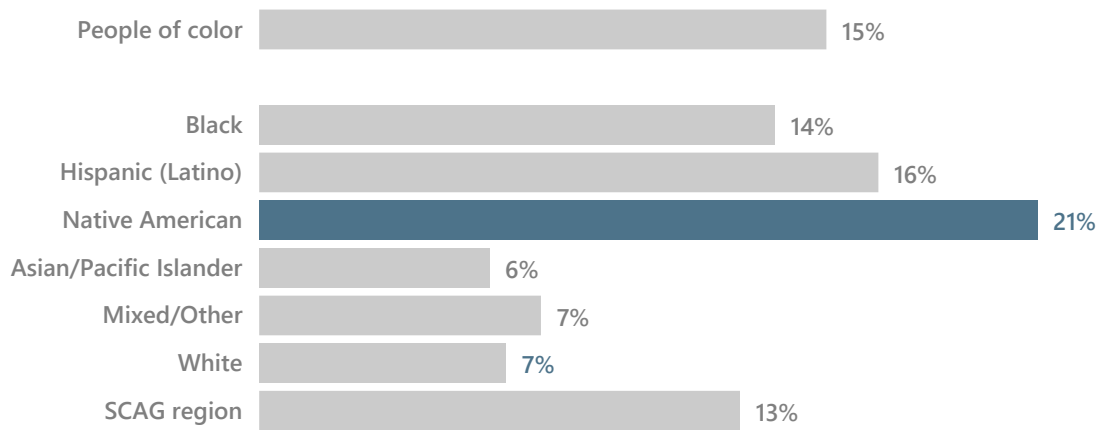
## INDICATOR 4

### Households Living in High-Poverty Neighborhoods<sup>32</sup>

#### ARE RESIDENTS CONNECTED TO OPPORTUNITIES?

A long history of racial segregation in the United States, including in Southern California, led to the concentration of people of color in neighborhoods with concentrated poverty.<sup>33</sup> This concentration of poverty has led to neighborhoods with less access to jobs, services, high-quality education, parks, safe streets, and other essential ingredients of economic and social success. As the National Equity Atlas notes, “Across the nation, people of color—particularly African Americans, Hispanic (Latino)s, and Native Americans—are significantly more likely than their white counterparts to live in high-poverty neighborhoods, even if they themselves are not poor.”<sup>34</sup>

**Native Americans are three times more likely than white residents to live in a high poverty area across the region.**



Source: IPUMS USA, National Equity Atlas

- Overall, an average of 15 percent of the region’s people of color population live in high-poverty areas, two times more likely than white populations in the region.<sup>35</sup> When excluding Orange and Ventura Counties, the percentage of people of color living in a high-poverty area increases to an average of 20 percent of residents, 5 percent higher than regionwide.
- Across the region, Native Americans (21 percent) are the most likely to live in a high-poverty area as compared to other racial/ethnic groups.<sup>36</sup>
- Asian/Pacific Islander (6 percent) and white (7 percent) populations were the least likely to live in a high-poverty area as compared to other racial/ethnic groups.
- Approximately 16 percent of Hispanic (Latino) residents, 14 percent Black, and 7 percent Mixed/Other populations live in a high-poverty census tract. An average of nearly 13 percent of all residents across the region live in a high-poverty area.

<sup>32</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021).

<sup>33</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>34</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>35</sup> U.S. Census Bureau, 2010 and 2017 American Community Survey 5-year Summary File; Geolytics, Inc., 1990 and 2000 Long Form in 2010 Boundaries.

<sup>36</sup> Disaggregated data was unavailable for Asian/Pacific Islander populations for all counties.

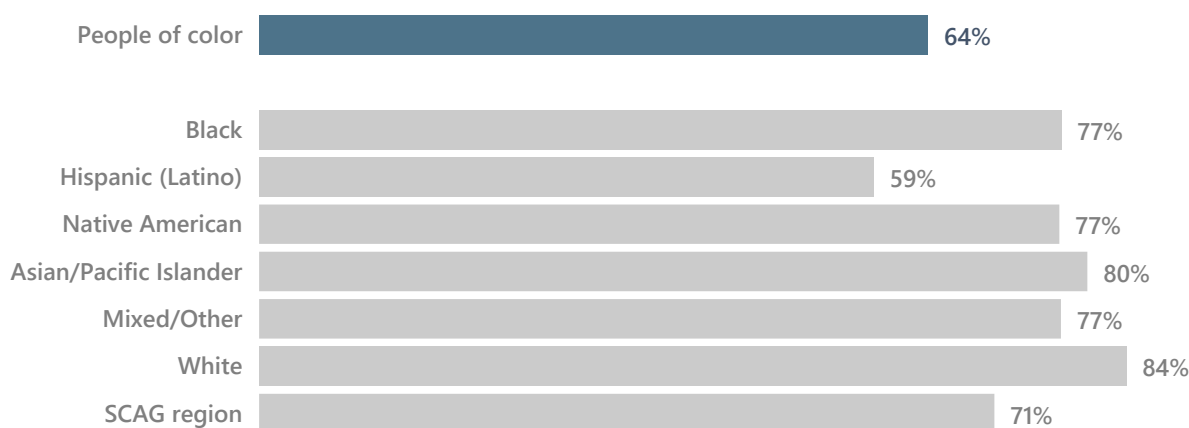
## INDICATOR 5

### Share of Workers Earning at least \$15/hour<sup>37</sup>

#### CAN ALL WORKERS EARN A LIVING WAGE?

Higher wages improve living standards, provide greater workforce stability, reduce reliance on social safety-net services, and increase the tax base. California’s minimum wage is currently \$13 or \$14 per hour, depending on the number of employees.<sup>38</sup>

**In 2018, workers of color were less likely to earn an hourly wage of at least \$15 than white workers.**



Source: IPUMS USA, National Equity Atlas

- The share of full-time workers earning at least \$15 an hour was lower in 2017 than in 1980. Overall, 71 percent of workers in the region earned at least \$15 an hour in 2018, leaving 29 percent of the region’s workers earning less than a minimum livable wage.<sup>39</sup>
- In 2018, 64 percent of workers of color earned at least \$15 an hour while 84 percent of white workers did.<sup>40</sup>
- Hispanic (Latino) residents were the least likely to earn more than \$15 an hour, with 41% of Hispanic (Latino) workers earning less than the livable wage threshold.
- After white workers, an average of 80 percent of Asian/Pacific Islander workers earned more than \$15 an hour, 77 percent of Native American workers, 77 percent of Black workers, and 77 percent of Mixed/Other races.
- There are wide wage inequities by race and ethnicity among people with similar education levels: 52 percent of white people who did not graduate high school earn at least \$15/hour, compared with 34 percent of people of color.<sup>41</sup>

<sup>37</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>38</sup> (State of California Department of Industrial Relations 2020)

<sup>39</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org), 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

<sup>40</sup> Disaggregated data was unavailable for Imperial County (Black, Native American, Asian/Pacific Islander, Mixed/Other), Los Angeles County (Asian/Pacific Islander), Orange County (Native American and Asian/Pacific Islander), Riverside County (Native American and Asian/Pacific Islander), San Bernardino County (Native American and Asian/Pacific Islander), and Ventura County (Native American and Asian/Pacific Islander).

<sup>41</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org), 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

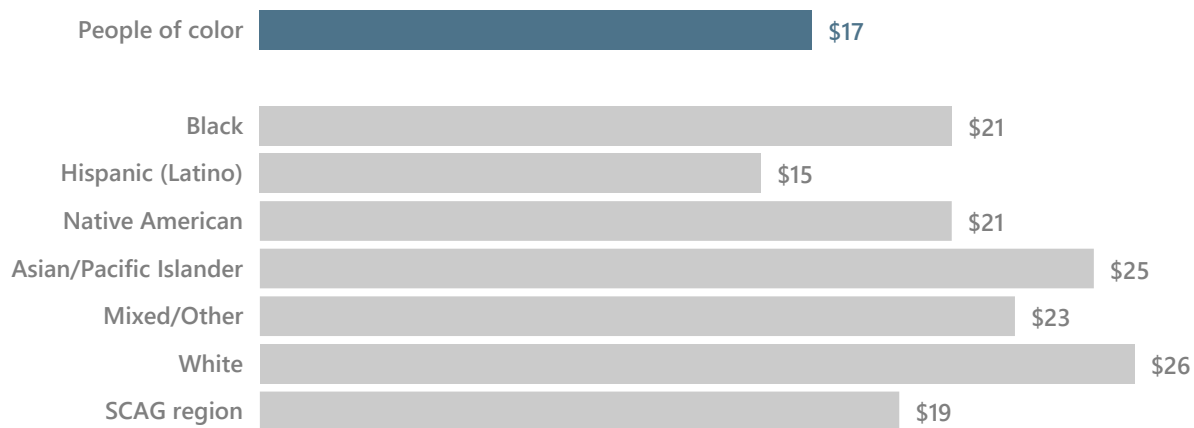
INDICATOR 6

Median Hourly Wage<sup>42</sup>

CAN ALL WORKERS EARN A LIVING WAGE?

Low wages and pay gaps by race and gender challenge workers and their communities, while reducing local spending and tax revenue. Rising wages for low-wage workers will boost incomes, resulting in more of the consumer spending that supports business growth and job creation.<sup>43</sup>

**Workers of color make nearly \$10 less per hour than their white counterparts, equating to a nearly \$20,000 deficit in pre-tax revenue.**



Source: IPUMS USA, National Equity Atlas

- From 1980 and 2018, the median hourly wage for workers of color decreased from \$18 to \$17 over the four decades.<sup>44</sup>
- Workers of color make nearly \$10 less in median hourly wage (\$17) than their white counterparts (\$26). Assuming a 40-hour workweek, this equates to a nearly \$20,000 deficit of pre-tax annual revenue.<sup>45</sup>
- White people with only a high school diploma have a higher median hourly wage (\$22) than people of color with some college education or an associate degree at \$20 per hour.<sup>46</sup>

<sup>42</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>43</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>44</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org). 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.

<sup>45</sup> Disaggregated data was unavailable for Imperial County (Black, Native American, Asian/Pacific Islander, Mixed/Other), Los Angeles County (Asian/Pacific Islander), Orange County (Native American and Asian/Pacific Islander), Riverside County (Native American and Asian/Pacific Islander), San Bernardino County (Native American and Asian/Pacific Islander) and Ventura County (Native American and Asian/Pacific Islander).

<sup>46</sup> Integrated Public Use Microdata Series, IPUMS USA, University of Minnesota, [www.ipums.org](http://www.ipums.org). 1980 5% State Sample, 1990 5% Sample, 2000 5% Sample, 2010 and 2017 American Community Survey 5-year samples.



# 3 | Healthy & Complete Communities

SCAG’s long-range plan, Connect SoCal, charts a path toward a more mobile, sustainable, and prosperous region, and includes the goal of developing more healthy and complete communities. Analysis of regional conditions continues to reinforce that where a person lives matters. A range of economic and social impacts such as health outcomes, education, employment, housing conditions, the likelihood of incarceration, and life expectancy, vary vastly in this region based on race, income, and census tract. With more research establishing a significant link between public health outcomes and built environment characteristics such as housing, Healthy and Complete Communities indicators highlight existing public health and housing conditions in the region and how they vary between different communities, many of which have led to exacerbated outcomes during the COVID-19 pandemic. To understand existing regional housing and public health disparities, SCAG consulted data from the 2018 5-year American Community Survey and the National Equity Atlas.

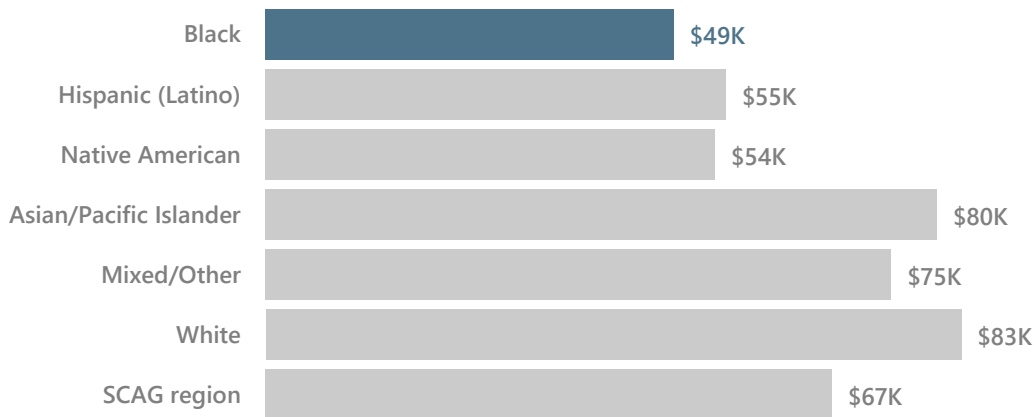
## INDICATOR 1

### Median Household Income<sup>47</sup>

#### HOW ARE HOUSEHOLDS PAYING FOR HOUSING?

The amount of median household income deeply affects the proportion of income spent on housing costs which can then divert income from other important obligations and necessities such as healthcare and education. While Asian/Pacific Islander households earn higher income across the region (though not as much as white households), other communities of color such as Black, Hispanic (Latino), and Native American households earn much less. Income levels significantly influence who is able to purchase a home in the region.

The median household income for Black households is less than 60 percent than that of the median household income for white households.



Source: 2018 5-Year American Community Survey

<sup>47</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

- White household income (\$82,867) was the highest across the region, and nearly \$3,000 more than the nearest community of color (Asian/Pacific Islanders, at \$79,979).
- While Orange County has the highest median household income of all region’s counties, Black, Hispanic (Latino) and Native Americans still earn less than the white population, a difference of over \$32,000 for Hispanic (Latino) households, \$23,000 for Native American households, and nearly \$21,000 for Black households.<sup>48</sup>

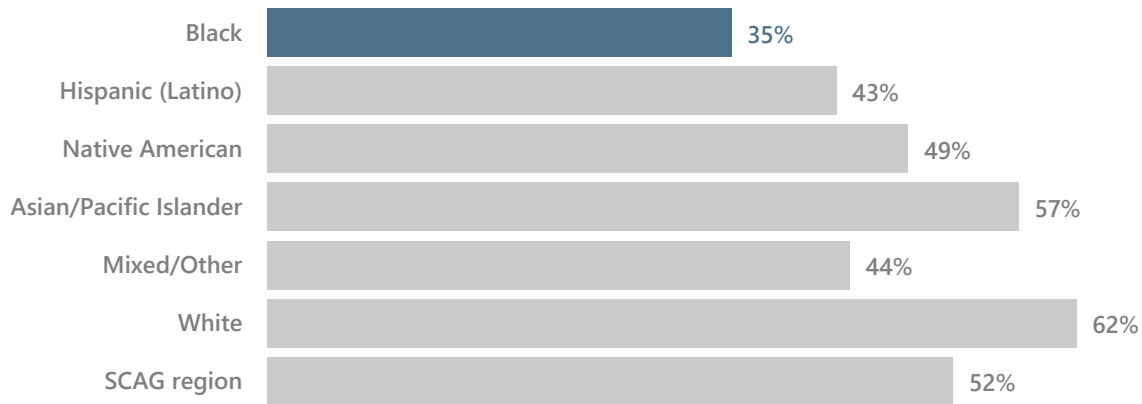
INDICATOR 2

Home Ownership<sup>49</sup>

WHO IS MOST LIKELY TO OWN THEIR HOME?

Homeownership has been identified as a significant contributor to wealth building.<sup>50</sup> Due to a history of restrictive covenants and discriminatory lending practices, many households of color have been locked out of owning a home and thus an opportunity to maintain and increase wealth between generations. The Great Recession exacerbated many existing inequities and set back communities of color in both homeownership rates and household wealth.<sup>51</sup>

62 percent of white households own their homes, nearly two times as many than that of Black households (35 percent).



Source: 2018 5-Year American Community Survey

- Overall, there are more homeowners than renters in the SCAG region. The only county that has more renters than owners is Los Angeles County.<sup>52</sup>
- The percentage of owner-occupied households in the region was 52 percent in 2018. White households continue to lead the proportion of owner-occupied households (62 percent), compared to 35 percent of Black households and 43 percent of Hispanic (Latino) households.

<sup>48</sup> 5-Year 2018 American Community Survey, Calculations from Southern California Association of Governments.

<sup>49</sup> The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income that is needed for individuals and families to pay for essentials, such as room and board, clothes, and transportation. The FPL takes into account the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold based on their family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200% of the federal poverty line was \$52,400 for a family of four. (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021)

<sup>50</sup> "Equitable Housing and Homeownership." Greenlining Institute, accessed February 1, 2021. <https://greenlining.org/our-work/economic-equity/homeownership/>

<sup>51</sup> N.a. (n.d.) Equitable Housing and Homeownership. Greenlining Institute. <https://greenlining.org/our-work/economic-equity/homeownership/>

<sup>52</sup> 5-Year 2018 American Community Survey, Calculations from Southern California Association of Governments.

- In Los Angeles County, where only 46 percent of households are owner-occupied, Black households experience the lowest rates of homeownership at 33 percent, followed closely by Hispanic (Latino) households at 38 percent.

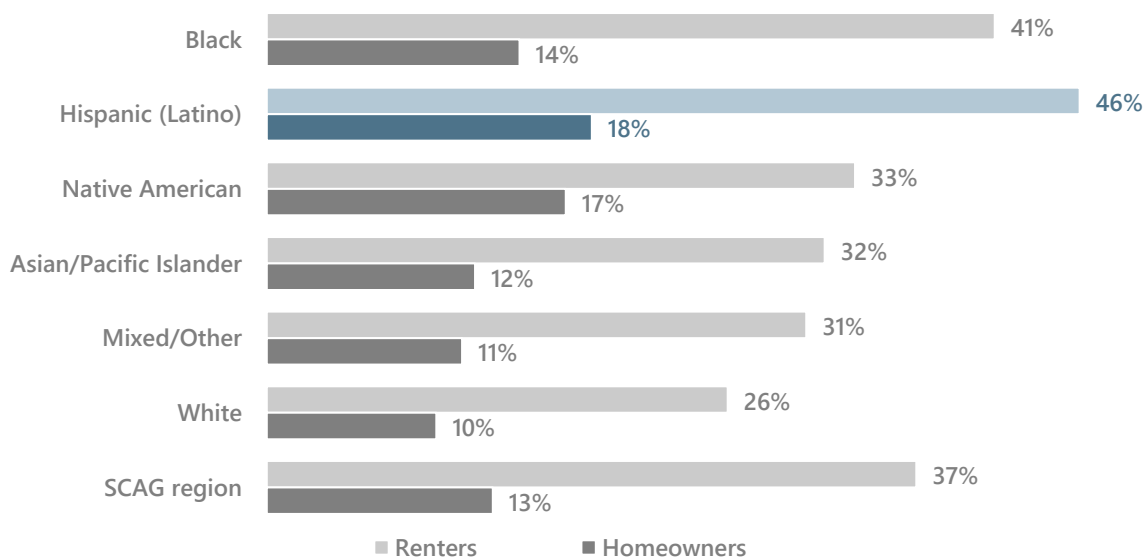
### INDICATOR 3

## Housing Burden<sup>53</sup>

### WHO IS OVERBURDENED BY HOUSING COSTS?

Low-income households that are housing burdened (defined by the U.S. Census Bureau as those spending upwards of 30 percent of their household income housing- and rent-related costs) often spend less on food and healthcare costs, which can result in increased negative health outcomes. Housing burdened households also tend to choose housing in areas that may be lower cost but have longer commute times to jobs and urban centers with job opportunities, causing increased expenditures in transportation-related costs.

**Hispanic (Latino) households are the most likely to be burdened by housing when renting or owning a home as compared to other racial/ethnic groups.**



Source: 2018 5-Year American Community Survey

- Across the region, Black, Hispanic (Latino) and Native American households—regardless of if they own or rent their homes—experience the greatest housing cost burdens: 46 percent of renting Hispanic (Latino) households, 41 percent of renting Black households, and 33 percent of renting Native American households spend over 30 percent of their income on housing costs compared to 26 percent of renting white households.
- The high burden of housing costs carries over to households that own their homes: 18 percent of Hispanic (Latino) home-owning households, 14 percent of Black home-owning households, and

<sup>53</sup> This indicator denotes the share of households that pay upwards of 30% their household income on housing- and rent-related costs (severely cost-burdened is referred to as more than 50%) at the 200% Federal Poverty Line. Households living below 200% Federal Poverty Line for a four-person household with two children would be \$24,465 in 2018 (U.S. Census Bureau).

17 percent of Native American home-owning households spend over 30 percent of their incomes on housing compared to 10 percent of white home-owning households.

- In Imperial County, where 84 percent of the population is Hispanic (Latino), almost 50 percent of households spend over 30 percent of their income on housing costs.<sup>54, 55</sup>

## INDICATOR 4

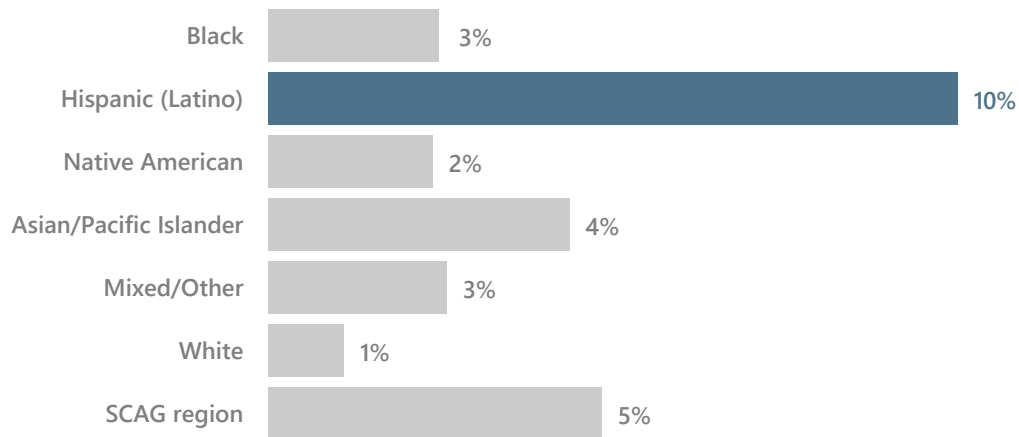
### Overcrowding<sup>56</sup>

#### WHO HAS ENOUGH ROOM AT HOME?

Households that are housing burdened are also at an increased risk of living in poor quality housing, overcrowded housing and living in housing located near high-volume roadways, as these options are typically less expensive. All of these situations increase the risk of negative health outcomes. The cost of housing can lead to choices to live in unsafe or poor-quality housing that can expose residents to toxins or other harmful conditions.<sup>57</sup>

Overcrowded housing can also lead to unsafe living conditions. Housing is considered overcrowded when there is more than one person per room in a given household (PPR).<sup>58</sup> Severe overcrowding is defined as more than 1.5 PPR in a given household. Overcrowded housing is a dangerous public health issue, as it increases risk of infection from communicable diseases, prevalence of respiratory issues and vulnerability to experiencing homelessness.<sup>59</sup>

#### 1 in 10 Hispanic (Latino) households are overcrowded.



Source: 2018 5-Year American Community Survey

- Across the region, there is a much higher likelihood for Hispanic (Latino) people to be living in overcrowded housing with about one in 10 living in overcrowded conditions or 10 percent, while white people have only about a 1 percent likelihood across the region.

<sup>54</sup> ACS 2018, 5-year – SCAG calculations.

<sup>55</sup> ACS 2019, 5-year.

<sup>56</sup> Described as the likelihood of individuals living in housing units with more than 1.5 people per room. The Census Bureau notes that Persons-per-room is a common measure for overcrowding in housing and 1.5 is a widely accepted threshold above which there are impacts on health and personal safety.

<sup>57</sup> "Plan Performance: Public Health," Southern California Association of Governments, 2020. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_public-health.pdf?1606001755](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_public-health.pdf?1606001755)

<sup>58</sup> N.a. (2017). Office of Health Equity - Healthy Communities Data and Indicators: Percent of household overcrowding. California Department of Public Health. <https://data.chhs.ca.gov/dataset/housing-crowding/resourcing/9cf0037a-62cd-48fc-8646-18086a1b5e53>

<sup>59</sup> Ibid.

- Research found that the Hispanic (Latino) community in Southern California was severely impacted by COVID-19 as they are disproportionately represented in positive COVID-19 cases and deaths.<sup>60</sup> In addition, people living in more crowded housing units are more likely to contract the virus, thus demonstrating overcrowded housing is another example of how existing inequities have exacerbated the effects of public health crisis in certain communities.<sup>61</sup>
- Larger counties such as Los Angeles County, which also have higher housing costs, experience higher rates of overcrowding: 6 percent of housing units in Los Angeles County experience overcrowding, compared to about 5 percent across the region.

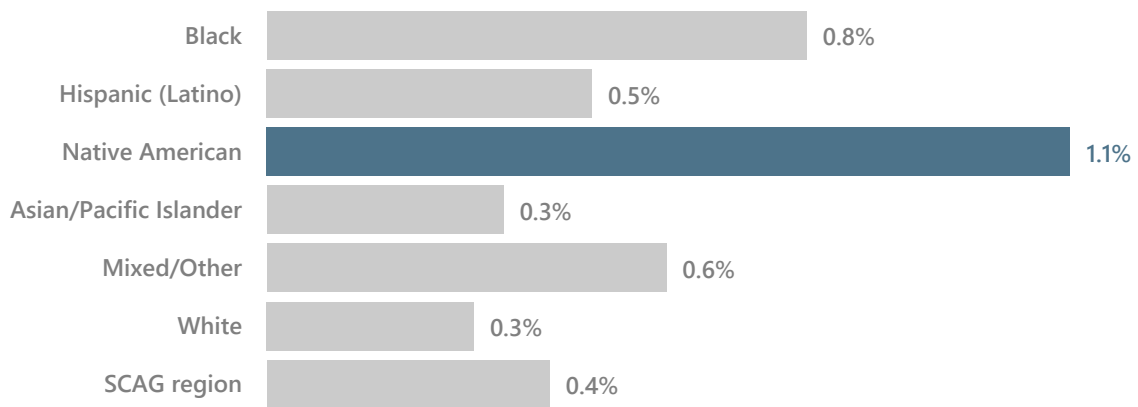
## INDICATOR 5

### Complete Plumbing Facilities

#### WHO HAS ACCESS TO SAFE SANITATION?

In addition to the affordability of housing, the essential amenities offered by a housing unit matters greatly in being able to maintain sanitation. The availability of plumbing facilities provides insight on who has access to necessary sanitation that helps keep residents safe and healthy. This is a particularly critical issue in light of the COVID-19 pandemic.

**Native Americans are three times more likely to live in housing units without complete plumbing facilities than white households.**



Source: 2018 5-Year American Community Survey

- Across the region, greater proportions of Native Americans (1.1 percent) and Black (0.7 percent) people live in housing units without complete plumbing facilities more than two or three times likely than white people (0.3 percent).
- In Imperial County, more than 2 percent of Native Americans and Black people lived in housing units without complete plumbing facilities, significantly higher than other race/ethnicity groups (less than 0.15 percent).
- In Riverside County, 3 percent of Native Americans lived in housing with no complete plumbing while all other race/ethnicity groups fell below 0.65 percent living in housing without complete plumbing facilities.<sup>62</sup>

<sup>60</sup> Villarreal, Alexandra. (Jan 11, 2021). "Everywhere you look, people are infected": Covid's toll on California Latinos. The Guardian. <https://www.theguardian.com/world/2021/jan/11/covid-california-latino-cases-inequality>

<sup>61</sup> N.a. (April 10, 2020). COVID-19 Cases in New York City, a Neighborhood-Level Analysis. The Stoop: NYU Furman Center Blog. <https://furmancenter.org/thestoop/entry/covid-19-cases-in-new-york-city-a-neighborhood-level-analysis>

<sup>62</sup> ACS 2018, 5-year – SCAG calculations.

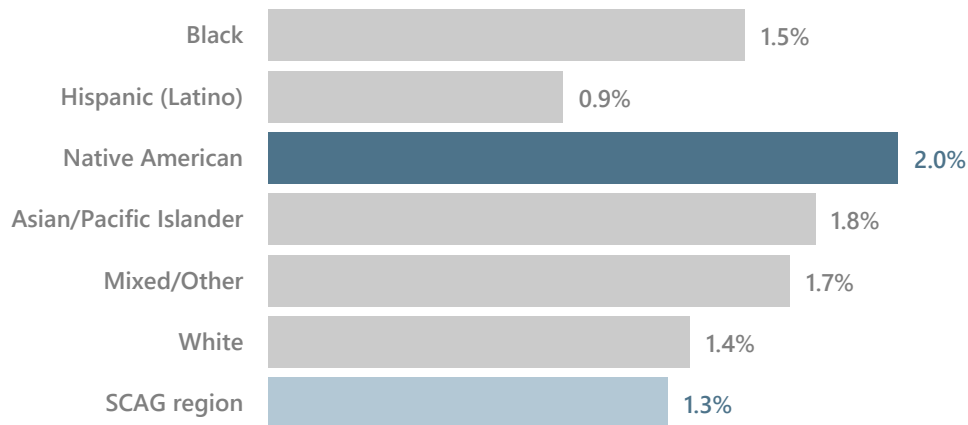
## INDICATOR 6

### Complete Kitchen Facilities<sup>63</sup>

#### WHO HAS ACCESS TO IMPORTANT KITCHEN FACILITIES?

Without complete kitchen facilities, which include a sink with running water, a stove or range, or a refrigerator, it can become more difficult to prepare nutritious food and maintain sanitation. This in turn may lead to increased food insecurity and worsened health outcomes.<sup>64</sup>

**Native Americans are more likely to live in housing units without complete kitchen facilities.**



Source: 2018 5-Year American Community Survey

- Across the region, more than 1 in 100 residents live in housing units without complete kitchen facilities at 1.3 percent. Regionally, Native American (2.0 percent), Asian/Pacific Islander (1.8 percent) and Mixed/Other (1.7 percent) populations are the most likely to live in housing units without complete kitchen facilities.
- In Imperial County, one out of every 20 Black residents live in housing units without complete kitchen facilities, significantly more than that of the county with 0.9 percent of residents living without kitchen facilities. Similarly, in Ventura County, three times more Black people live without complete kitchen facilities at 3.1 percent as compared to white people at 1.2 percent.<sup>65</sup>

## INDICATOR 7

### Broadband Access

#### WHO IS MISSING ACCESS TO HIGH-SPEED INTERNET?

High speed internet access, referred to generically as “broadband” and including both wired and wireless technologies, is considered as essential as electricity for daily life during the pandemic. Schooling, jobs, government services, medical care, and grocery shopping and many other consumer purchases, activities that once were performed in-person, have transferred to the internet. This dependence on

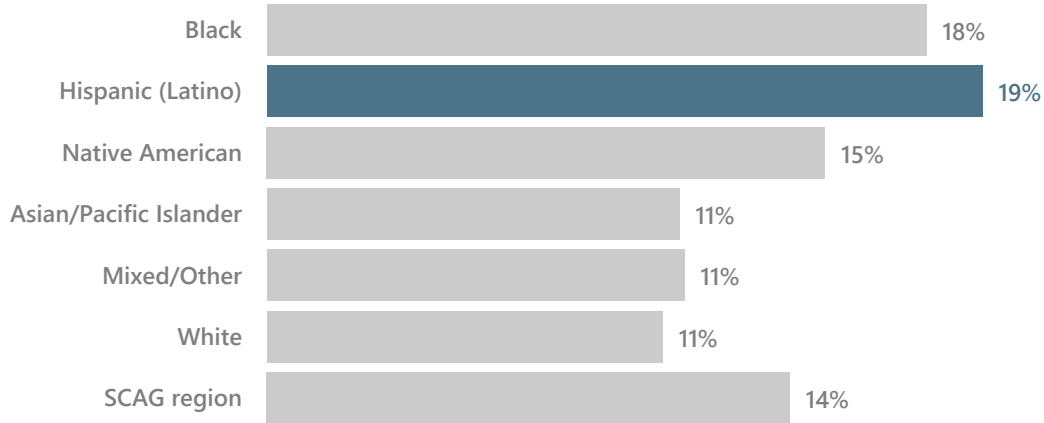
<sup>63</sup> This indicator considers the availability of a sink and a faucet, a stove or range, and a refrigerator in a housing unit.

<sup>64</sup> N.a. (N.d.) No Kitchens: What does this indicator measure? Public Health Alliance of Southern California. <https://phasocal.org/hdi-indicator-no-kitchen/>

<sup>65</sup> ACS 2018, 5-year – SCAG calculations.

the internet for core functions is exposing a digital divide. Though internet usage and broadband access are at all-time highs, only 74 percent of households in California have broadband subscriptions at home – the type of internet speed people need to effectively engage in online activities such as school.<sup>66</sup> Gaps in access to broadband persist for low-income, less educated, rural, Black, and Hispanic (Latino) households. The COVID-19 pandemic only exacerbated this divide, and it is evident that high speed internet will remain crucial for daily life, and households without access will be greatly impacted.

**Hispanic (Latino) households are nearly two times more likely to not have access to high speed internet than white households.**



Source: 2018 5-Year American Community Survey

- Across the region, 19 percent of Hispanic (Latino) and 18 percent of Black households have no access to high-speed internet, more than any other racial or ethnic group.
- Native Americans also face limited access to high-speed internet: nearly 28 percent of Native Americans in Imperial County and almost 26 percent in San Bernardino County do not have access to high-speed internet. Nearly 26 percent of white people in Imperial County and about 16 percent in San Bernardino County do not have internet access.<sup>67</sup>

**INDICATOR 8**

**Health Insurance**

**WHO HAS ACCESS TO HEALTH SERVICES?**

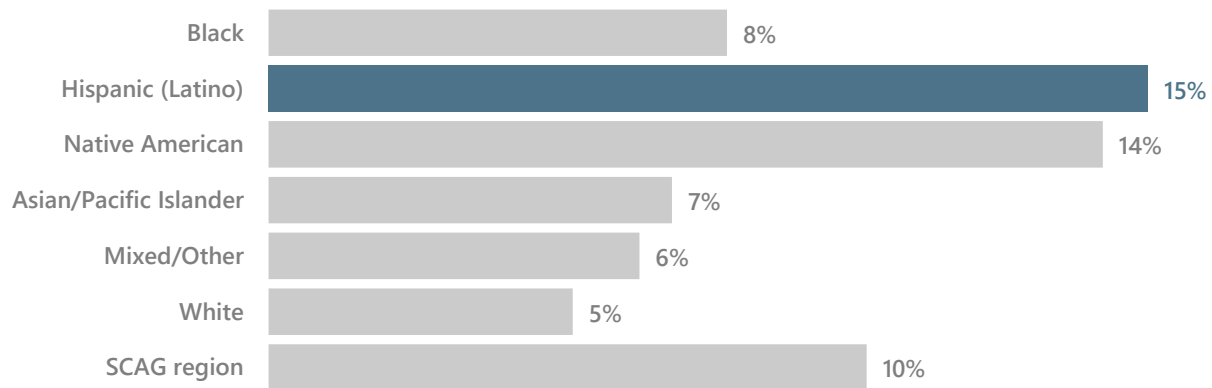
Insured individuals have better health outcomes as they have more access to health services and a greater variety of health services available to them. Insured individuals are less likely to use emergency services for routine procedures or conditions. Without access to primary care services, uninsured individuals are likely to utilize more emergency services for more routine procedures, and the overutilization of emergency services can lead to an increase in overall health care spending.<sup>68</sup>

<sup>66</sup> Public Policy Institute of California. California’s Digital Divide. <https://www.ppic.org/publication/californias-digital-divide/>

<sup>67</sup> ACS 2018, 5-year – SCAG calculations.

<sup>68</sup> “Plan Performance: Public Health,” Southern California Association of Governments, 2020. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_public-health.pdf?1606001755](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_public-health.pdf?1606001755)

Across the region, a larger percentage of the Hispanic (Latino) and Native American populations do not have health insurance when compared to the white population.



Source: 2018 5-Year American Community Survey

- Across the region, 15 percent of Hispanic (Latino) population and 14 percent of the Native American population do not have health insurance, compared to 5 percent of the white population.
- Nearly 25 percent of Native Americans in Riverside County do not have health insurance coverage—the highest percentage of any racial or ethnic group, in any county.<sup>69</sup>
- Los Angeles County and San Bernardino County experience the highest rates of missing health insurance coverage at 10 percent each.<sup>70</sup>
- The Hispanic (Latino) population is the most uninsured in four of the region’s six counties (Los Angeles, Orange, San Bernardino, and Ventura Counties), yet continue to work essential jobs with high COVID-19 exposure rates and continue to be disproportionately represented in the state’s COVID-19 positive cases and deaths.<sup>71, 72</sup>

## INDICATOR 9

### Supplemental Nutrition Assistance Program (SNAP) Reciprocity<sup>73</sup>

#### WHO IS AT RISK OF EXPERIENCING FOOD INSECURITY?

The Supplemental Nutrition Assistance Program (SNAP) provides nutrition benefits to supplement the food budget of low-income families so they can purchase healthy food. Eligibility is tied to the federal poverty level.<sup>74</sup> In California, food insecurity is exacerbated by COVID-19: more than one in five Hispanic (Latino) and Black households with children are reporting that they are sometimes or often do not have enough to eat.<sup>75</sup>

<sup>69</sup> ACS 2018, 5-year – SCAG calculations.

<sup>70</sup> Ibid.

<sup>71</sup> Hayes-Bautista, D. E. and Hsu, P. (April 24, 2020). Uninsured Working Latinos and COVID-19: Essential Businesses at Risk. UCLA Health Center for the Study of Latino Health and Culture. <https://www.uclahealth.org/ceslac/workfiles/Research/Uninsured-Working-Latinos-andCOVID19-Apr-23.pdf>

<sup>72</sup> Villarreal, Alexandra. (Jan 11, 2021). “Everywhere you look, people are infected”: Covid’s toll on California Latinos. The Guardian.

<https://www.theguardian.com/world/2021/jan/11/covid-california-latino-cases-inequality>

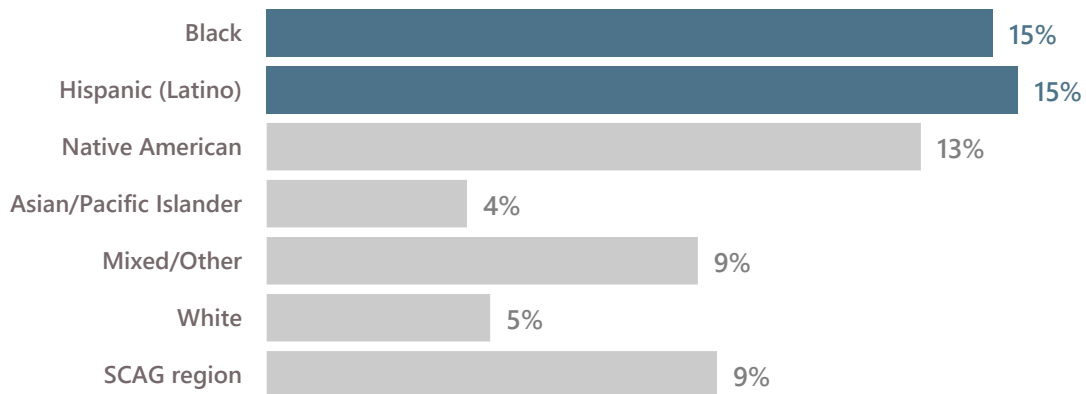
<sup>73</sup> Refers to percent of individuals who live in households in which at least one household member received SNAP.

<sup>74</sup> N.a. (n.d.) SNAP Benefits Recipients. Census Bureau. <https://www.census.gov/programs-surveys/saibe/guidance/model-input-data/snap.html>

<sup>75</sup> Ramos-Yamamoto, Adriana. (September 2020). Not Enough to Eat: California Black and Latinx Children Need Policymakers to Act. California Budget & Policy Center. <https://calbudgetcenter.org/resources/snap-calfresh-california-black-and-latinx-children-need-policy-makers-to-act/>



**Approximately 15 percent of both the Hispanic (Latino) and Black populations across the region receive SNAP benefits.**



Source: 2018 5-Year American Community Survey

- Black, Hispanic (Latino), and Native American households have higher rates of receiving SNAP, at 15 percent and, 15 percent, and 13 percent, respectively, across the region.
- In Imperial County, more than 25 percent of Black, Hispanic (Latino), and Native American persons live in a household where one member is receiving SNAP benefits. Over 30 percent of Mixed/Other individuals in Imperial County also live-in households where at least one household member received SNAP.

**INDICATOR 10**

**Life Expectancy at Childbirth**

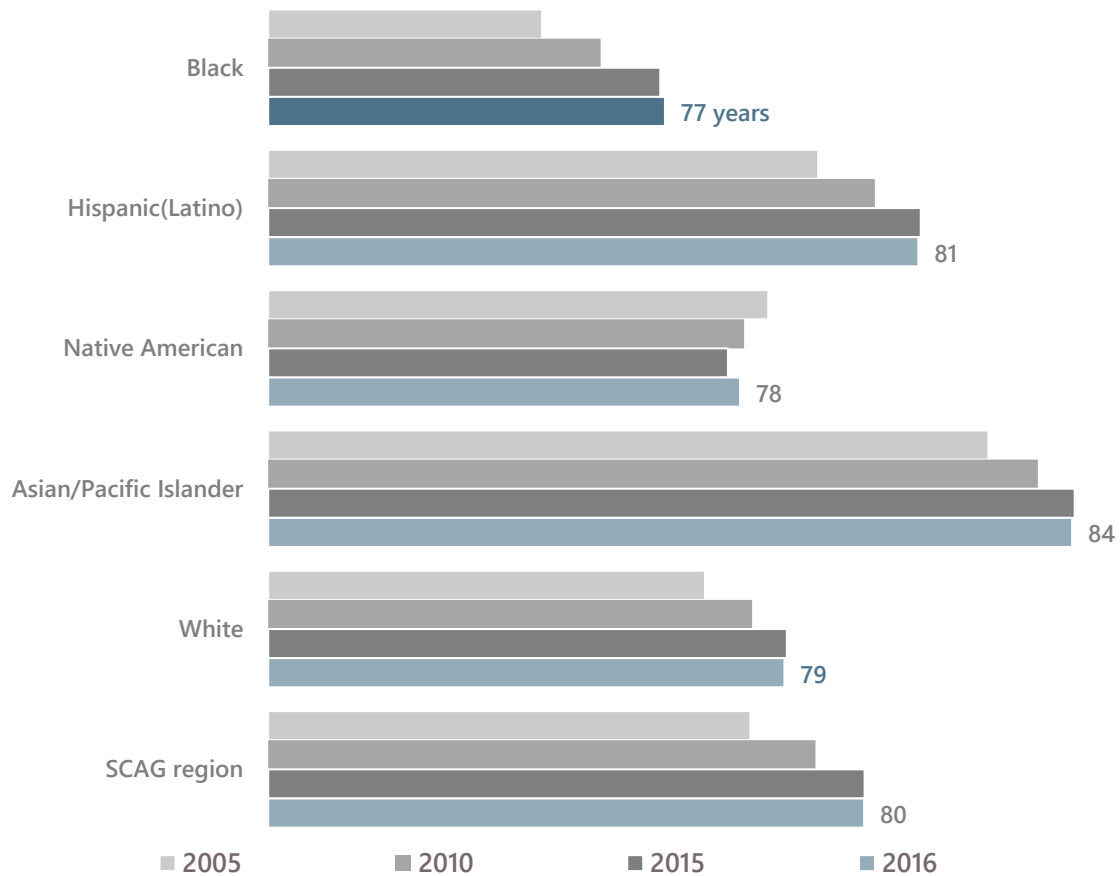
**WHO IS LIKELY TO LIVE A LONGER LIFE?**

Life expectancy is one indicator of how health outcomes can vary between different communities of people. While the gap between the life expectancies of Black, Hispanic (Latino), and Native Americans generally narrowed over the years recorded, COVID-19 has greatly disrupted these gains as Black, Hispanic (Latino), and Native American populations were approximately three times more likely to die of COVID-19 than white people nationwide (as of December 2020).<sup>76, 77</sup>

<sup>76</sup> Yong, Ed. (December 29, 2020). Where Year Two of the Pandemic Will Take Us. The Atlantic. <https://www.theatlantic.com/health/archive/2020/12/pandemic-year-two/617528/>

<sup>77</sup> Ibid.

In 2015, the average life expectancy for a Black person was 77 years, which was the lowest of any racial/ethnic group in the SCAG region.



Source: National Equity Atlas

- In 2016, white individuals had an average life expectancy of 79 across the region, compared to Asian/Pacific Islanders, who had an average life expectancy of 84—the highest across the region.
- Native Americans across the region experienced consistent decreases in the average life expectancy, from 78.7 in 2005, to 78.2 in 2010, and 78.0 in 2015.
- While there were increases in life expectancy for both Black and Hispanic (Latino) individuals in the region (with the biggest increase being from 2010 to 2015 for Black individuals), COVID-19 has depressed previous increases.<sup>78</sup>

<sup>78</sup> February 2021: Vital Statistics Rapid Release: <https://www.cdc.gov/nchs/data/vsrr/VSRR10-508.pdf>

## 4 | Mobility

It is widely understood that transportation and land use decisions determine access to opportunities and have far-reaching effects on equity and social justice.<sup>79</sup> Transportation links people to places, allowing them to move between home, work, play and community services. A community's land use pattern can determine the distribution of these activities and destinations, which when combined with transportation options, impacts the ability of a household to meet their daily needs. Historically, patterns such as racial segregation, gentrification, and displacement, have limited communities of color's accessibility to essential services and overall mobility.<sup>80</sup> Mobility indicators measure who can access job opportunities, transportation, parks, and more.<sup>81</sup> To understand existing regional mobility disparities, SCAG analyzed data from the National Equity Atlas, Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS), U.S. Census American Community Survey Public Use Microdata Sample, and the SCAG Regional Travel Model, Socioeconomic Growth Forecast and Regional Household Travel Survey.

### INDICATOR 1

## Access to Employment<sup>82</sup>

### DO ALL RESIDENTS HAVE ACCESS TO EMPLOYMENT?

Accessibility to various destinations, in particular employment opportunities, is foundational for social and economic interactions to meet basic needs. As an indicator, accessibility is measured by the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality, and character of activities at potential destination sites.<sup>83</sup> The number of destination choices that people have is equally crucial: the more destinations and the more varied the destinations, the higher the level of accessibility.<sup>84</sup> While not included in the below data on accessibility, travel cost is also an important element of accessibility. This methodology also does not differentiate between high versus low wage employment; individuals are more likely to commute farther for higher wage jobs.<sup>85</sup>

<sup>79</sup> (Wilson, Hutson and Mujahid 2008)

<sup>80</sup> (Trounstine 2020)

<sup>81</sup> PolicyLink/USC Equity Research Institute, National Equity Atlas, [www.nationalequityatlas.org](http://www.nationalequityatlas.org).

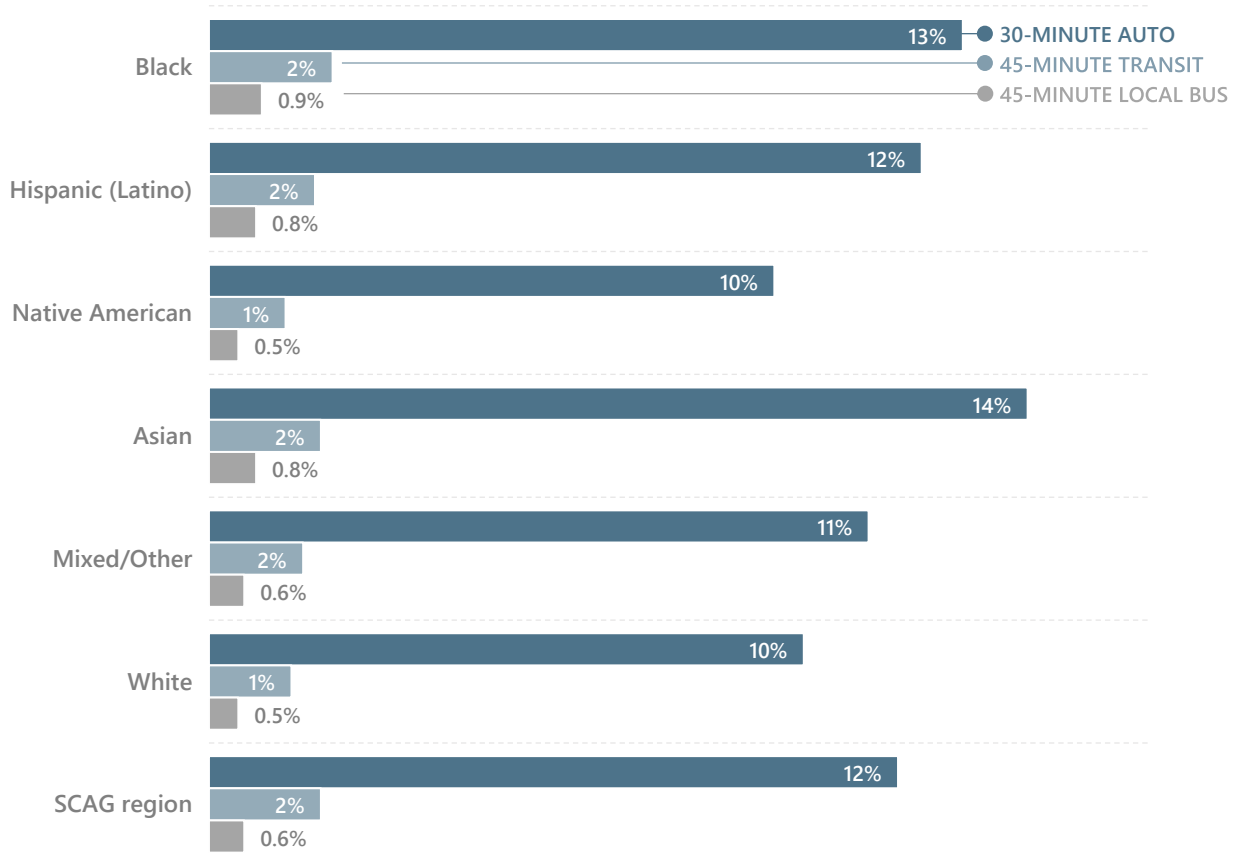
<sup>82</sup> Accessibility to employment and shopping measured the share of regional destinations that are reachable between work and home or between retail stores and home within 30 minutes of travel by automobile, and 45 minutes of travel by transit during the evening peak period (5pm to 7pm). Travel time by transit took into account factors incurred by riders that impact total travel time, such as the accumulation of initial wait time, transfer wait time, access walk time, egress walk time, transfer walk time, and in-vehicle time. In addition, accessibility is measured for all transit (bus and rail included) and exclusively for bus service. Accessibility is measured for all transit (bus and rail included) and exclusively for bus service.

<sup>83</sup> (PolicyLink, USC Equity Research Institute n.d.)

<sup>84</sup> Measured as the percent of regional employment accessible for each demographic group.

<sup>85</sup> (Kneebone and Holmes 2015)

**Native Americans can reach the lowest percent of employment opportunities in the region via all transportation modes compared to all other racial/ethnic groups.**



Source: SCAG Regional Travel Model and Socioeconomic Growth Forecast

- Across the region, Native Americans have the lowest accessibility to employment opportunities in the region compared to other racial/ethnic groups by car, with less than 10 percent of employment destinations in the region within reach.<sup>86</sup> Within a 45-minute transit commute, less than 1 percent of employment destinations are accessible for Native Americans in the region, and only 0.5 percent of employment opportunities are accessible by local bus.
- People have access to the lowest percentage of employment destinations in the region at 0.6 percent via automobile in Imperial County, followed by 3.3 percent in Ventura County, and 3.7 percent in Riverside County.
- Imperial County has the lowest accessibility to jobs at 0 percent via a 45-minute transit commute than any other county when examining accessibility by transit. However, regionally, all employment within a 45-minute commute by transit is marginal, with only 1.7 percent of all employment destinations within reach for any demographic group.
- Across the region, Asian/Pacific Islanders have the greatest accessibility to employment destinations, accessing 14 percent of all employment sites within a 30-minute drive.
- Geographically, Orange County provides the greatest employment accessibility within a thirty-minute (30-minute) drive to access the largest number of employment destinations in the region. Overall, nearly 17 percent of employment destinations in the region can be reached by the average resident.

<sup>86</sup> Measured as the percent of regional employment accessible for each demographic group.

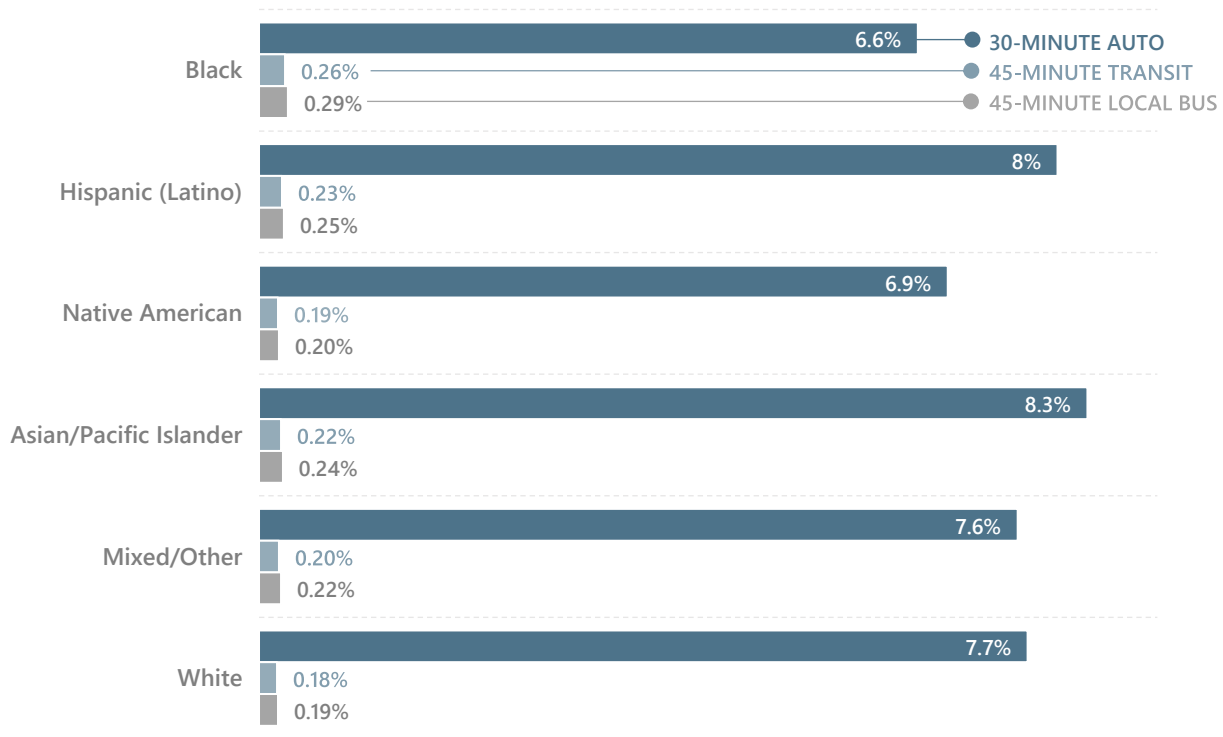
## INDICATOR 2

### Access to Open Space & Parks<sup>87</sup>

#### DO ALL RESIDENTS HAVE ACCESS TO OPEN SPACE AND PARKS?

Local parks and other natural lands are important amenities for residents’ quality of life. Residents who live near parks have easier access to recreation and other outdoor activities (e.g., walking, biking, hiking, etc.), providing numerous physical, mental, and social benefits.<sup>88</sup> The region is diverse in its open space resources and offers a wide variety of public parks as well as national parks, state parks, and numerous county parks. Not all parks are created equal, however, and many neighborhoods do not have access to a variety of public resources.<sup>89</sup> For instance, some neighborhoods have more natural lands, some parks are better maintained, some are built so that those with disabilities can enjoy them, and some parks are safer. In addition, there is a greater need for urban green spaces and trees to cool and offset warming temperatures from the impacts of climate change which are known to disproportionately impact communities of color and low-income populations.

**Black residents can access the least percentage of local parks in the region within a 30-minute drive compared to other racial/ethnic groups.**



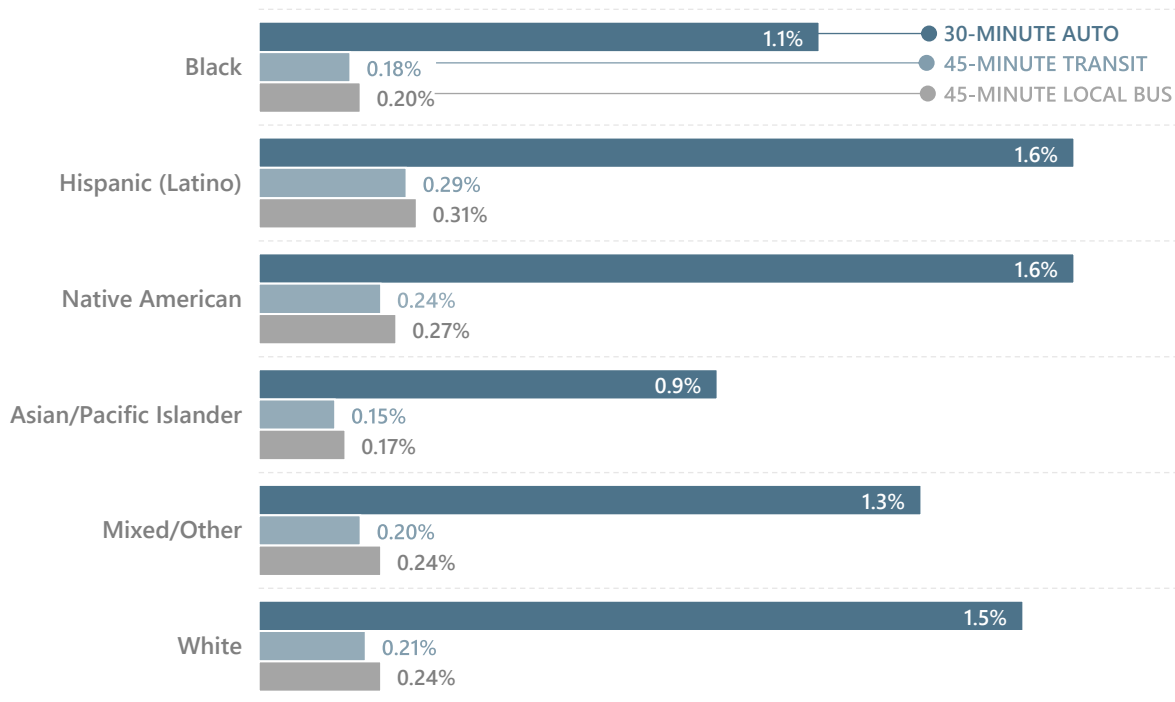
Source: SCAG Regional Travel Model and Socioeconomic Growth Forecast

<sup>87</sup>Accessibility to parks is defined as the percentage of park acreage that may be reached within 30 minutes of travel time by automobile or 45 minutes by transit.

<sup>88</sup> (Gies 2006)

<sup>89</sup> (Grinspan, et al. 2020)

Asian/Pacific Islanders can access the least percentage of other natural lands in the region within a 30-minute drive compared to other racial/ethnic groups.



Source: SCAG Regional Travel Model and Socioeconomic Growth Forecast

- On average, Black residents have the least access to local parks via a 30-minute drive, with 6.6 percent of local parks in the region accessible to Black residents as compared to the average share of local park acreage in the region accessible to all residents at 7.5 percent.
- Just 0.9 percent of other natural land acreage is accessible to Asian/Pacific Islanders within a 30-minute drive, the lowest of any other racial/ethnic group. However, on average, Asian/Pacific Islanders can reach the highest percentage of local park acreage by car, with 8.3 percent of the region’s local park acreage accessible, more than any other racial/ethnic group.
- All demographic groups have limited access to local parks and other natural lands via public transportation rather than via automobile. When analyzing only natural lands, there is very limited access for all groups to national and state parks via transit. Overall, transit and local bus provide very limited access to local parks and other natural lands. Households of color disproportionately do not own their own vehicle, resulting in even more reduced access to local parks and natural lands.

### INDICATOR 3

## Average Travel Time to Work

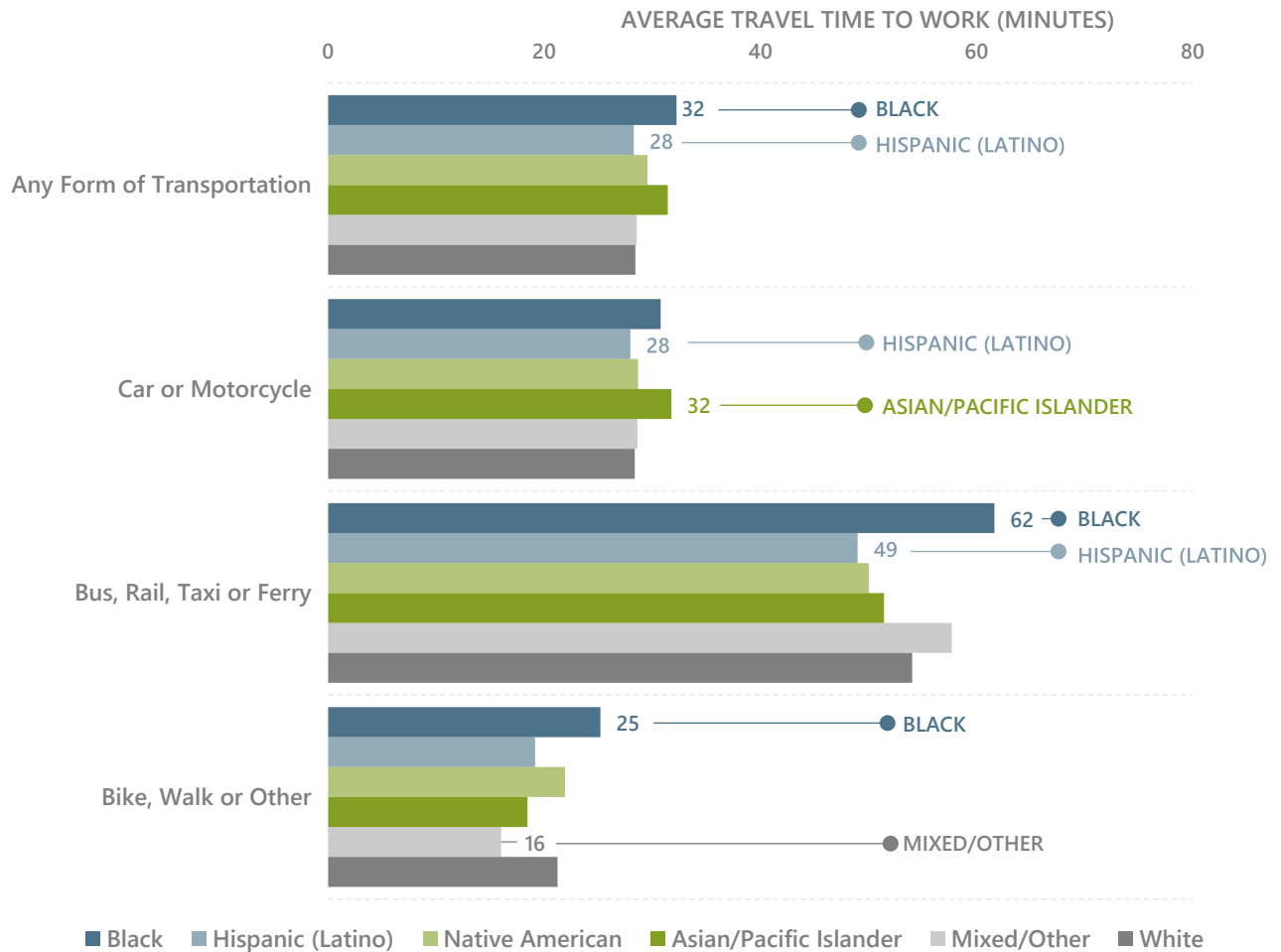
### DO WORKERS HAVE SHORT COMMUTES TO THEIR JOBS?

Long commutes are linked with worse physical and mental health, including higher rates of obesity, stress, and depression.<sup>90</sup> Employers also suffer from high turnover and employee dissatisfaction, and the public is

<sup>90</sup> (Public Health Alliance of Southern California n.d.)

affected by heightened congestion, high carbon dioxide emissions, and increasingly worsening air quality as a result of pollution.

**Black residents who take the bus, rail, taxi, or ferry to work experience the longest commute at just over one hour compared to all other race/ethnic groups and transportation types.**



Source: National Equity Atlas, American Community Survey PUMS

- Across the region, Black residents experience the longest commutes to work via bus, rail, taxi, or ferry, at over one hour, or 62 minutes, as compared to all other racial/ethnic groups. Black households are also the least likely to own their own vehicle at nearly 13 percent. When biking, walking, or using another mode of transportation, Black residents commute an average of 25 minutes. Overall, Black residents travel a little over half an hour at 32 minutes to work using any form of transportation.
- On average, Hispanic (Latino) residents tend to have shorter commutes than other racial/ethnic groups, by car or motorcycle (28 minutes), bus, rail, taxi, or ferry (49 minutes), and overall, any form of transportation (28 minutes).

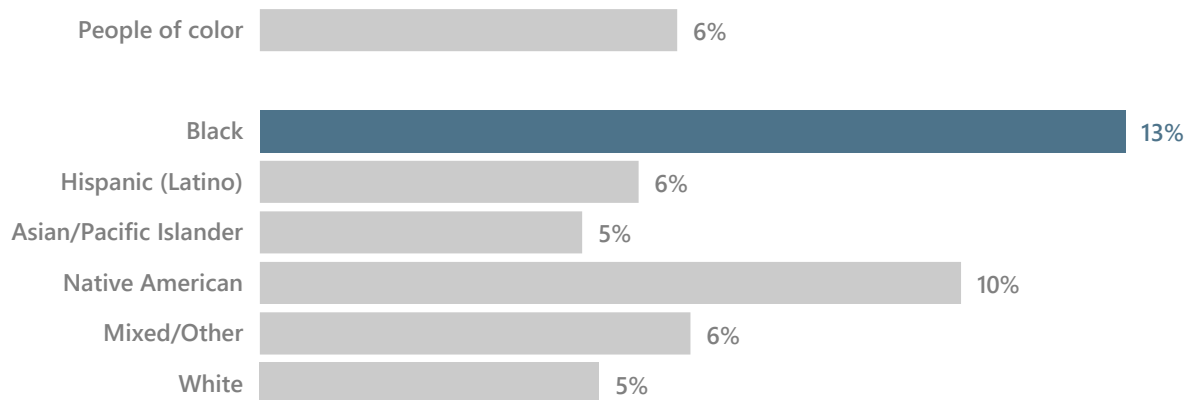
## INDICATOR 4

### Households Without a Vehicle

#### DO ALL HOUSEHOLDS HAVE RELIABLE TRANSPORTATION?

Everyone needs reliable transportation access and in most American communities, due to land use configuration, that means a car.<sup>91</sup> Reliable and affordable transportation is critical for meeting daily needs and accessing educational and employment opportunities located throughout the region. Much of the region’s current built environment is primarily oriented towards the automobile. Throughout the region, the share of households without a vehicle has gone down substantially since 2000, from 10 percent to just over 7 percent.<sup>92</sup> A private vehicle should not be a requirement for full participation in social, civic, and economic life, as it is unaffordable and burdensome for many people. To address this significant issue, the built environment needs to become more supportive of non-car trips and more non-car forms of transportation need to become more reliable.

Regionally, 1 in 8 Black residents do not own a car, the highest of any other race/ethnic groups.



Source: National Equity Atlas, American Community Survey PUMS

- One in eight Black households (13 percent) do not own a vehicle, the highest rate of any demographic group. Additionally, 10 percent of Native Americans do not own a vehicle across the region.
- Overall, 6 percent of people of color across the region do not own a vehicle.
- White and Asian/Pacific Islander households have the highest rate of vehicle ownership with 5 percent of white households and a little less than 5 percent of Asian/Pacific Islander households who do not own a vehicle.

## INDICATOR 5

### Share of Transportation System Usage

#### WHO USES DIFFERENT TYPES OF TRANSPORTATION MODES?

Overall, people of color are more likely to use transit and active transportation modes to reach destinations than white residents.<sup>93</sup> Communities of color and low-income households have been shown

<sup>91</sup> PolicyLink/USC Equity Research Institute, National Equity Atlas, [www.nationalequityatlas.org](http://www.nationalequityatlas.org).

<sup>92</sup> ACS PUMS

<sup>93</sup> (Anderson 2016)



to have higher rates of walking and bicycling as well as experience higher rates of fatalities and collisions.<sup>94</sup> This indicator breaks down the usage of various transportation modes by race/ethnicity relative to each population’s share of all travel.

### Share of Transportation System Usage

Race/Ethnicity breakdown across the region.

	Auto Mode	Bus	Commuter Rail	Urban Rail	Non-Motorized	Others	Total Usage
<b>Black</b>	6.9%	8.7%	6.7%	8.0%	7.5%	5.7%	7.0%
<b>Hispanic (Latino)</b>	36.2%	41.3%	34.7%	39.4%	37.5%	29.6%	36.4%
<b>Native American</b>	0.3%	0.4%	0.3%	0.4%	0.4%	0.3%	0.3%
<b>Asian/Pacific Islander</b>	15.1%	13.1%	15.7%	13.9%	14.6%	17.5%	15.1%
<b>Mixed/Other</b>	2.5%	2.4%	2.5%	2.4%	2.5%	2.6%	2.5%
<b>White</b>	38.9%	34.1%	40.1%	35.9%	37.6%	44.3%	38.8%

Source: 2012 Household Travel Survey, with 2016 Supplement. Processed by SCAG Modeling staff

- By race/ethnicity, Hispanics (Latinos) disproportionately use more bus and rail than the rest of the share of total population. 41.3 percent of bus and 39.4 percent of urban rail trips are made by Hispanic (Latino) residents. Hispanic (Latino) residents make up a total of 36.4 percent of all trips via any transportation mode.
- Overall, white residents take significantly more trips via any transportation mode than any other racial/ethnic group, accounting for nearly 38.8 percent of all trips in the region, despite making up only 31 percent of the population. White residents take disproportionately higher trips by automobile at 38.9 percent of trips, more than all other race/ethnicity groups.
- Usage of the transportation system by low-income households is disproportionately high for other modes, particularly bus, rail transit, passenger rail, walking, and biking. However, all usage for any race/ethnicity group via any mode must first consider an individual’s access to the transportation mode including factors such as vehicle ownership, access to transit, safe routes for pedestrians and bicyclists, and more.

## INDICATOR 6

### Highest Rates of Bicycle and Pedestrian Collisions

#### WHO IS AT THE HIGHEST RISK FOR A COLLISION?<sup>95</sup>

Making walking and bicycling safer and more convenient transportation options is key to attracting more people to choose these healthy alternatives.<sup>96</sup> Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving the region’s goal of promoting healthier, more active communities.

<sup>94</sup> (Sandt, Combs and Cohn 2016)

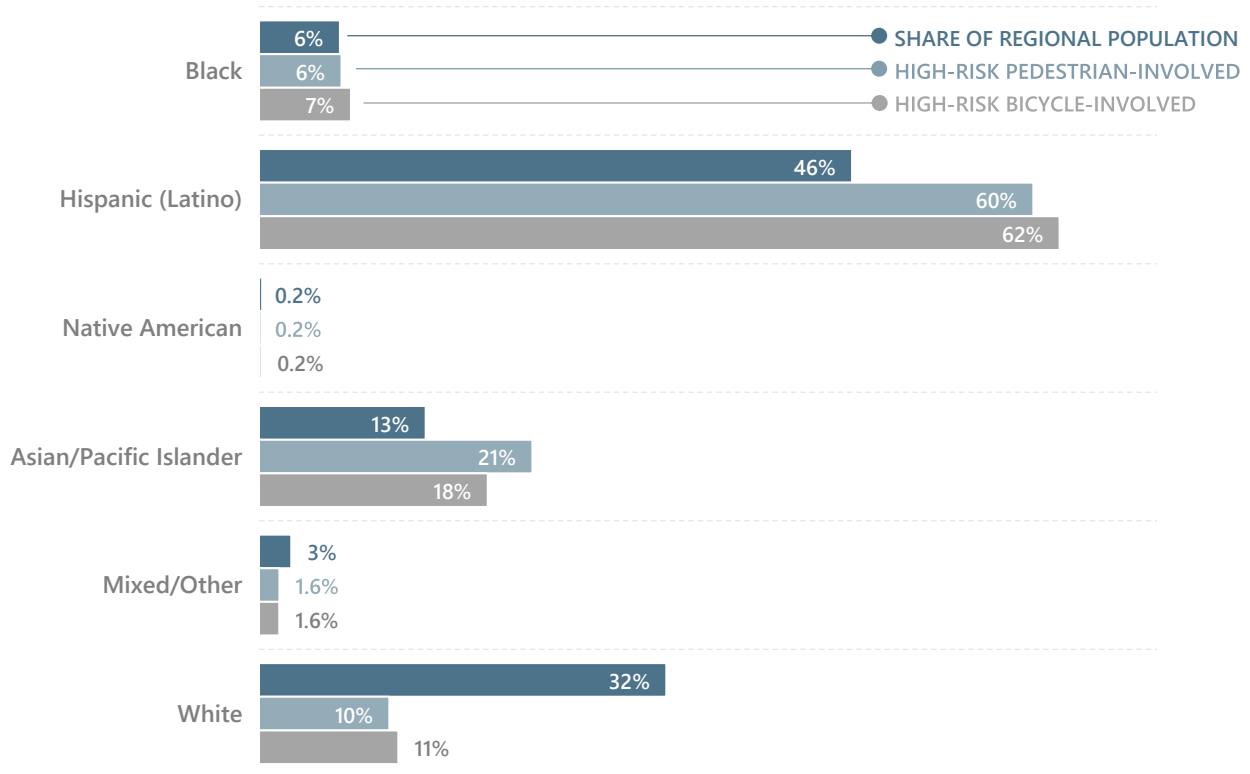
<sup>95</sup> 2016 population breakdown of SCAG region and high concentrated area of bike and pedestrian collisions

<sup>96</sup> (Pucher and Dijkstra 2003)

This indicator is used to identify patterns of active transportation hazards and potential risk disparities among the various communities in the region, evaluating incidences of motor vehicle collisions involving bicyclists and pedestrians in communities.

To identify where most of the collisions are occurring, SCAG created a High Injury Network at a regional scale.<sup>97</sup> High Injury Networks identify stretches of roadways where the highest concentrations of collisions occur on the transportation network.<sup>98</sup> Currently, the majority of the High Injury Network is in areas identified as being disadvantaged communities, with approximately 66 percent of auto-pedestrian and auto-bicycle fatal and serious injury collisions occurring in these areas.<sup>99</sup> Improving transportation safety in these areas is particularly critical when considering the higher non-motorized mode share of people of color.

**Hispanic (Latino) residents are the most likely to live in high-risk areas for pedestrian- or bike-involved collisions as compared to all other race/ethnic groups.**



Source: SCAG, SWITRS, TIMS, 2016

- Hispanic (Latino) residents are at a significantly higher risk for a pedestrian-involved collision at 60 percent or a bicycle-involved collision at 62 percent than any other racial/ethnic group in the region, disproportionately higher than their share of the overall population at 46 percent.
- White residents have a much lower risk for a pedestrian-involved collision at 10 percent or bicycle-involved collision at 11 percent than any other racial/ethnic group in the region, nearly one third lower than their share of the overall population at 32 percent.

<sup>97</sup> (Southern California Association of Governments n.d.)

<sup>98</sup> (Southern California Association of Governments n.d.)

<sup>99</sup> (Southern California Association of Governments n.d.)

## 5 | Environment

Historically, people of color have been provided less protection from poor environmental conditions, living in closer proximity to highways, highly traveled roads, industrial plants, and other sources of pollutants.<sup>100</sup> The most disadvantaged bear the consequences of environmental degradation, even if many contribute little to the underlying causes. The Environmental indicators highlighted below are focused on climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. To understand existing environmental disparities, SCAG consulted data from the Federal Emergency Management Agency, California Building Resilience Against Climate Effects (CalBRACE), California Communities Environmental Health Screening Tool, U.S. Environmental Protection Agency, 2014 National-Scale Air Toxics Assessment (NATA), the U.S. Decennial Census, and the 2017 5-year American Community Survey.

### INDICATOR 1

## Climate Vulnerability<sup>101</sup>

### WHO IS MOST VULNERABLE TO CLIMATE CHANGE?

Existing conditions show that people of color and low-income populations are at a greater risk for experiencing negative impacts from climate change, such as extreme heat, flooding, and other events.<sup>102</sup> These populations often have fewer resources to respond or adapt to climate-related issues, and experience higher rates of chronic diseases, which increases their susceptibility to climate threats. In addition, lack of air conditioning and transportation options may exacerbate vulnerability in heat prone areas, and access to cooling centers may be limited. The ability to adapt to climate change is critical to prevent further heightened disparities in health outcomes across populations.<sup>103</sup>

### WHO LIVES IN A FLOOD HAZARD AREA?<sup>104,105</sup>

Climate change is projected to alter precipitation patterns, increase the intensity of major storm events, and increase risks of floods throughout the region.<sup>106</sup> Consequently, many communities are at risk for devastation from floods, disproportionately people of color and low-income communities.<sup>107</sup> Flooding may cause serious health impacts and risks that include death and injury, contaminated drinking water, hazardous material spills, and increases in the populations of disease-carrying insects and rodents.<sup>108</sup> Other negative impacts can include damage to critical infrastructure, as well as community disruption and displacement.<sup>109</sup>

<sup>100</sup> (PolicyLink/USC Equity Research Institute n.d.)

<sup>101</sup> Climate vulnerability provides a population analysis by race/ethnicity for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change.

<sup>102</sup> (Shonkoff, Morello-Frosch and Pastor 2011)

<sup>103</sup> Rudolph, L., Harrison, C., Buckley, L. & North, S. (2018). Climate Change, Health, and Equity: A Guide for Local Health Departments. Public Health Institute and American Public Health Association.

<sup>104</sup> Flood hazard analyzes the percent population of a flood-prone community and demonstrates areas within the 100-year Flood Hazard Zones (one percent annual chance of occurring) and 500-year Flood Hazard Zones region-wide (0.2 percent).

<sup>105</sup> (Federal Emergency Management Agency 2020)

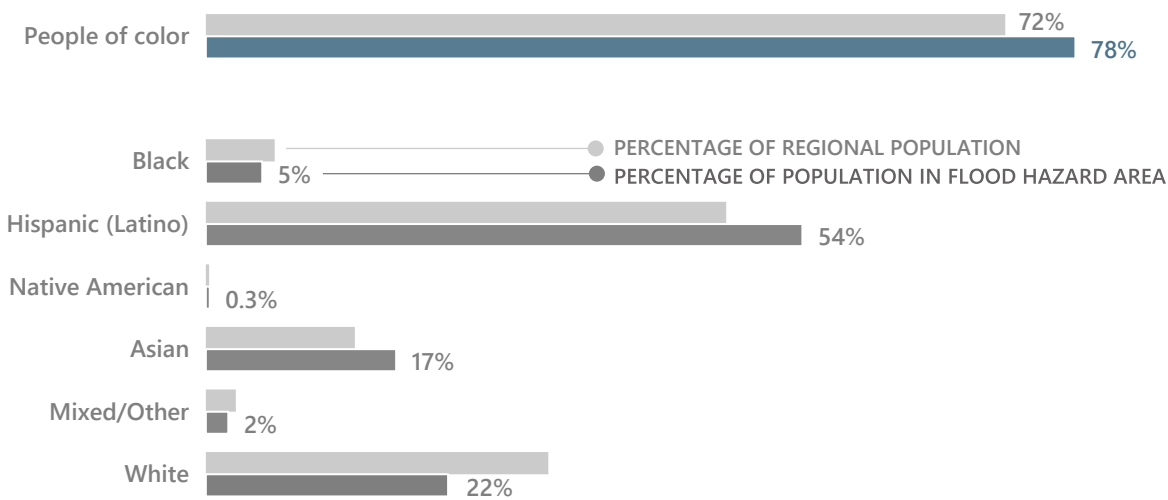
<sup>106</sup> (United States Environmental Protection Agency 2020)

<sup>107</sup> (Center for Social Solutions 2020)

<sup>108</sup> (World Health Organization 2021)

<sup>109</sup> Handmer, J., Y. Honda, Z.W. Kundzewicz, N. Arnell, G. Benito, J. Hatfield, I.F. Mohamed, P. Peduzzi, S. Wu, B. Sherstyukov, K. Takahashi, and Z. Yan, 2012: Changes in impacts of climate extremes: human systems and ecosystems. In: *Managing the Risks of Extreme Events and Disasters to Advance Climate Change Adaptation* [Field, C.B., V. Barros, T.F. Stocker, D. Qin, D.J. Dokken, K.L. Ebi, M.D. Mastrandrea, K.J. Mach, G.-K. Plattner, S.K. Allen, M. Tignor, and P.M. Midgley (eds.)]. A Special Report of Working Groups I and II of the Intergovernmental Panel on Climate Change (IPCC). Cambridge University Press, Cambridge, UK, and New York, NY, USA, pp. 231-290.

People of color are disproportionately more likely to live in a 100-year Flood Hazard Zone at 78 percent, despite making up 72 percent of the overall population.



Source: 2019 SCAG, Federal Emergency Management Agency, U.S. Census

- People of color disproportionately live in 100-year and 500-year flood hazard areas, comprising 78 percent of the population living in 100-year Flood Hazard Zones and 78 percent of the population residing in 500-year Flood Zones.
- Hispanic (Latino) communities are the most likely to reside in a 100-year flood hazard area, making up 54 percent of residents at high risk, yet only making up 47 percent of the regional population.
- Asian/Pacific Islanders are also at an increased risk, consisting of 17 percent of those who live in a 100-year flood hazard area, yet only comprising about 13 percent of the overall population.
- White residents make up about 31 percent of the overall population yet are proportionately less likely to live in a 100-year flood hazard area as compared to other racial/ethnic groups. 22 percent of those who live in a flood hazard area are white residents.

## WHO IS AT RISK FOR A WILDFIRE?

Warmer temperatures combined with longer dry seasons have resulted in more wildfires in recent years.<sup>110</sup> Large fires statewide are anticipated to increase from roughly 58 percent to 128 percent over the next several years.<sup>111</sup> As a result, air quality, water quality and even food production and energy pricing will be affected. These extra costs are expected to impact low-income communities more severely, in turn disproportionately impacting communities of color.

The climate in Southern California continues to be increasingly hospitable to wildfires. Smoke from wildfires can contain over 10,000 substances (particulate matter and gaseous products of combustion) and expose the population to PM<sub>2.5</sub> for months at a time.<sup>112</sup> PM<sub>2.5</sub> from wildfires increases the amount of

<sup>110</sup> Handmer, J., Y. Honda, Z.W. Kundzewicz, N. Arnell, G. Benito, J. Hatfield, I.F. Mohamed, P. Peduzzi, S. Wu, B. Sherstyukov, K. Takahashi, and Z. Yan, 2012: Changes in impacts of climate extremes: human systems and ecosystems. In: *Managing the Risks of Extreme Events and Disasters to Advance Climate Change Adaptation* [Field, C.B., V. Barros, T.F. Stocker, D. Qin, D.J. Dokken, K.L. Ebi, M.D. Mastrandrea, K.J. Mach, G.-K. Plattner, S.K. Allen, M. Tignor, and P.M. Midgley (eds.)]. A Special Report of Working Groups I and II of the Intergovernmental Panel on Climate Change (IPCC). Cambridge University Press, Cambridge, UK, and New York, NY, USA, pp. 231-290.

<sup>111</sup> California Public Utilities Commission, SCAG, 2019

<sup>112</sup> (California Air Resources Board, California Department of Public Health 2019)

hospital visits and the risk of mortality.<sup>113</sup> Air pollution from wildfires is estimated to cause 339,000 deaths per year worldwide.<sup>114</sup> According to the California Department of Public Health, there are around 1.5 million people who live in fire hazard zones who are at a higher risk of being exposed to the effects of PM<sub>2.5</sub>.<sup>115</sup>

### Wildfire Risk by Race/Ethnicity

#### Race/Ethnicity breakdown by County

Race/Ethnicity	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Total
People of color	-	5%	4%	7%	5%	11%	6%
Black	-	4%	5%	7%	5%	15%	7%
Hispanic (Latino)	-	4%	2%	6%	4%	8%	5%
Native American	-	7%	6%	10%	9%	15%	9%
Asian	-	9%	6%	11%	7%	25%	12%
Pacific Islander	-	3%	3%	7%	5%	11%	6%
Mixed	-	12%	9%	11%	9%	25%	13%
Other	-	8%	8%	10%	8%	21%	11%
White	-	17%	10%	12%	12%	28%	16%
SCAG region	-	8%	6%	8%	7%	20%	

Source: California Building Resilience Against Climate Effects, California Public Utilities Commission 2019, Cal FIRE, U.S. Census, SCAG

- Across the region, white residents are the most likely to live in very high wildfire risk areas, with 16 percent of all white residents in the region at risk. In Ventura County, 28 percent of white residents live in high-risk areas.
- Asian (25 percent), Mixed (25 percent), and Other (21 percent) populations make up the next largest proportions of residents who live in wildfire risk areas in Ventura County.
- Native Americans face high wildfire risk in Riverside County with 10 percent of Native Americans living in high-risk areas. In addition, 12 percent of white, 11 percent of Mixed, 11 percent of Asian, and 10 percent of Other residents are all at high risk for a wildfire, living in high wildfire risk areas.

<sup>113</sup> (California Air Resources Board, California Department of Public Health 2019)

<sup>114</sup> (Johnston, et al. 2012)

<sup>115</sup> (California Air Resources Board n.d.)

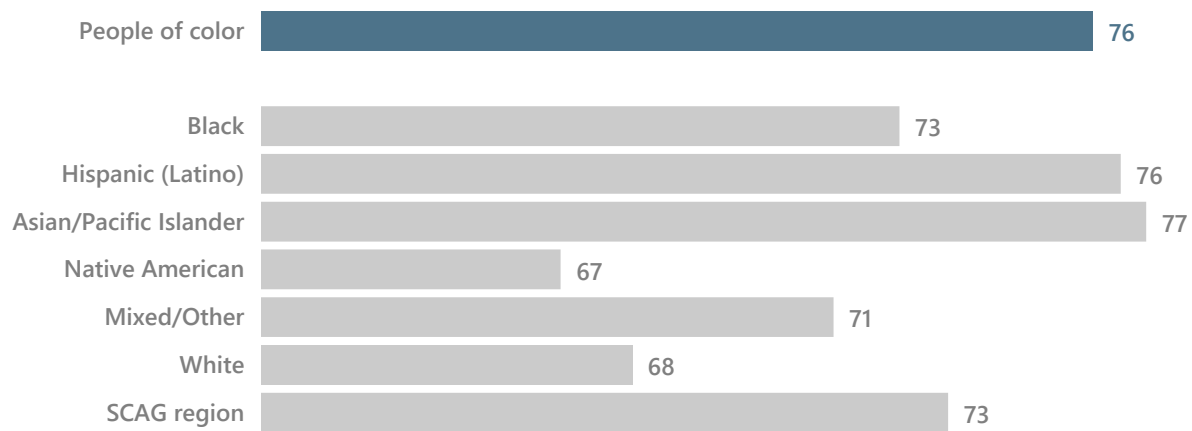
## INDICATOR 2

### Air Pollution Exposure Index<sup>116</sup>

#### CAN EVERYONE BREATHE CLEAN AIR?

Healthy neighborhoods are free of pollution and toxics that undermine safety, health, and well-being.<sup>117</sup> People of color are more likely to live in neighborhoods with high levels of air pollution, corresponding to a higher risk for many serious health issues like respiratory problems, heart disease, cancer, and premature death.<sup>118</sup> Children are particularly vulnerable to air pollution because they breathe more air relative to their size and their organs are not fully developed. A disproportionate share of people of color and low-income communities live near freeways and industry, exposing communities to higher rates of exposure to all sources of air pollution, as measured via an index score developed by the National-Scale Air Toxics Assessment (NATA).<sup>119</sup> This index of exposure to air toxics can be further examined by cancer and non-cancer risk.

#### People of color face greater exposure to air toxics for environmental pollution from all sources (index score of 76).



Source: U.S. Environmental Protection Agency, 1999, 2011 and 2014 National-Scale Air Toxics Assessment (NATA); U.S. Census Bureau, 2000 Decennial Census Summary File 3, 2010 and 2017 American Community Survey (ACS) 5-Year Summary File.

- In general, people of color face a significantly higher exposure to air toxics for environmental pollution from all sources with an index of 76, as compared to white residents at 68. suggesting that the average pollution exposure for people of color in the region is equivalent to the census tract that ranks in the 76th percentile nationally in pollution exposure. Native Americans face the lowest exposure to air toxics for environmental pollution from all sources at an index of 67.
- When specifically examining exposure to toxics that pose a cancer risk, the air pollution exposure index for people of color of 68 is six points higher than the index for white residents at 62.
- The air exposure index for cancer risk for Asian/Pacific Islanders is the highest in the region at nearly 70. Hispanic (Latino) populations follow close behind in exposure to air toxics that pose risk of cancer at 69.

<sup>116</sup> Index of exposure to air toxics for cancer and non-cancer risk (combined and separately). Values range from 1 (lowest risk) to 100 (highest risk) on a national scale based on the distribution across census tracts nationwide. For example, a value of 65 for Latinos in a given region suggests that the average pollution exposure for Latinos in that region is equivalent to the census tract that ranks at the 65th percentile nationally in pollution exposure (i.e., has more exposure than 64 percent of U.S. tracts but less exposure than 35 percent of tracts).

<sup>117</sup> (PolicyLink/USC Equity Research Institute n.d.)

<sup>118</sup> (Hajat, Hsia and O'Neill 2015), (Research Division n.d.)

<sup>119</sup> (United States Environmental Protection Agency n.d.)

- Reviewing air pollution that poses a non-cancer risk but instead poses a respiratory hazard, the air pollution index for people of color at 78 is eight points higher than the index for white populations of 70, indicating communities of color are more at risk for asthma and other respiratory problems.
- Overall, Asian/Pacific Islander and Hispanic (Latino) populations experience the highest exposure to air toxics that pose respiratory hazards with an index score of 79 respectively, indicating the average pollution exposure for Asian/Pacific Islanders and Hispanic (Latino)s is equivalent to the census tract nationwide at the 79th percentile for air pollution exposure.

## INDICATOR 3

### CalEnviroScreen<sup>120</sup>

#### WHO IS MOST VULNERABLE TO THE GREATEST POLLUTION BURDEN?

Pollution continues to be a major public health concern in the region, as air pollutants exacerbate chronic conditions and disproportionately affect people of color and other vulnerable populations (children, pregnant women, older adults, outdoor workers and populations with a disability).<sup>121</sup> In general, rates of chronic diseases related to air quality in the region have been on the rise or remained constant for at least the past five years.<sup>122</sup> In addition, impacts from climate change<sup>123</sup> further exacerbate air quality issues and affect the well-being of residents.

The California Communities Environmental Health Screening Tool, also known as the CalEnviroScreen 3.0 (CES) score, provides a weighted value that takes into account a series of pollution burden indicators and population characteristics to calculate a score based on the average of exposures and environmental effects and the average of health and vulnerability factors for population characteristic indicators.<sup>123</sup> The CES score measures the relative pollution burdens and vulnerabilities in one census tract as compared to others, capturing the disproportionate impacts on sensitive populations using indicators of potential exposure to pollutants and environmental conditions (e.g. ozone, pesticides, toxic releases, traffic, hazardous waste).<sup>124</sup> Higher percentile values (95 – 100th percentile as the highest) represent a higher cumulative impact, due to greater pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors, as compared to other communities.

<sup>120</sup> California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) is published by the Office of Environmental Health Hazard Assessment. This tool measures pollution burden as a combined score that includes indicators of potential exposures to pollutants and environmental conditions (e.g., ozone, pesticides, toxic releases, traffic, hazardous waste). The pollution burden scores are averaged by majority race/ethnicity of census tracts. From CalEnviroScreen SCAG looks at the overall percentile score, PM2.5 percentile and pollution burden percentile.

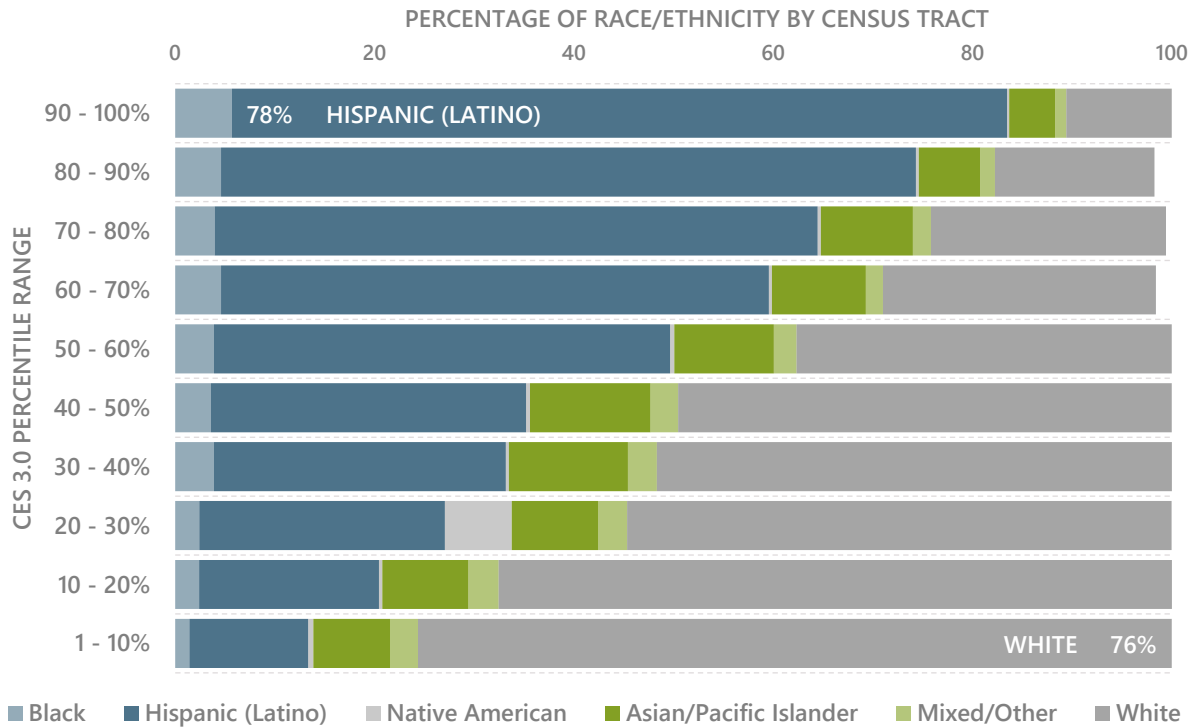
<sup>121</sup> (Hajat, Hsia and O'Neill 2015)

<sup>122</sup> (Research Division n.d.)

<sup>123</sup> (Rodriguez and Zeise 2017)

<sup>124</sup> (Rodriguez and Zeise 2017)

Across the region and in every county, Hispanic (Latino) residents make up the largest percentage of residents in census tracts with CalEnviroScreen scores in the 90 - 100th percentile range.



Source: CalEnviroScreen 3.0, 125 U.S. Census, SCAG

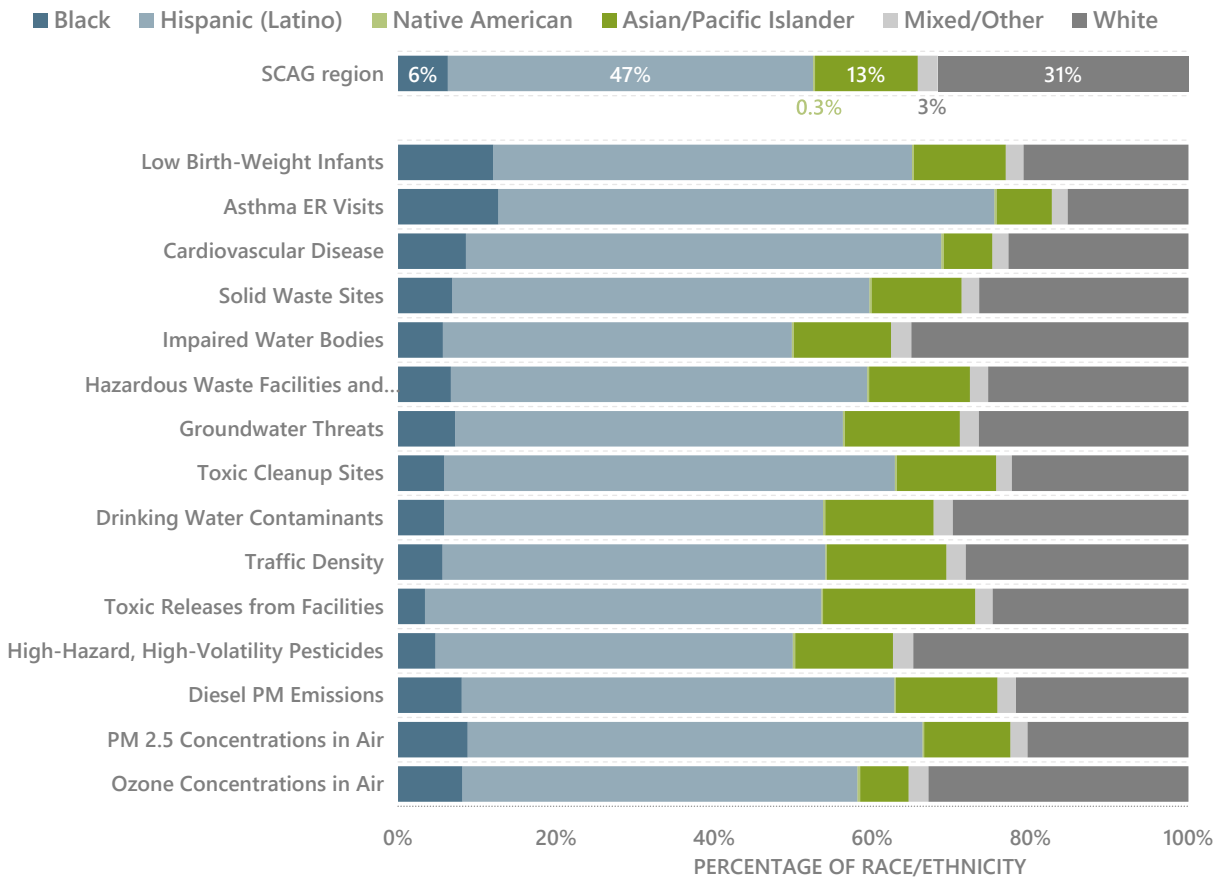
- Across the region and in every county, Hispanic (Latino) residents make up the largest percentage of residents in census tracts with CalEnviroScreen scores in the highest percentiles, exposing the inequitable distribution of pollution burden and vulnerabilities across race and ethnicity groups. Hispanic (Latino) residents make up 78 percent of residents in the 90 – 100th percentile range, despite comprising only 47 percent of the overall population.
- White residents disproportionately live in the census tracts with the lowest CES scores in the 1 – 10th percentile range. Census tracts with the lowest scores are comprised of 76 percent white residents, despite white residents making up only 31 percent of the overall population.
- Overall, Imperial County has the highest CES score of the six counties at nearly 40, ranking in the 74th percentile. 92% percent of residents in the highest CES percentile ranges in Imperial County are Hispanic (Latino), burdened with the greatest pollution and community vulnerabilities of all racial/ethnic groups in the region.
- Ventura County had the lowest CES score of the counties in the region, with cumulative impacts in the 36th percentile. However, people of color in the county disproportionately live-in census tracts with the greatest pollution burden and community vulnerability, with 94 percent of residents in the highest percentiles (90 – 100th) Hispanic (Latino).
- The predominance of people of color in the census tracts with the greatest pollution burden and community vulnerability reaffirms the historical environmental harm caused to communities of color.

<sup>125</sup> Note not all percentile ranges equal to 100% due to the NA or missing percentiles values in the CalEnviroScreen 3.0. Indicators that include missing values ("NA") are PM2.5, Traffic, Drinking Water, Low Birth Weight, and all socioeconomic factor indicators. In these cases, missing values were assigned no percentile (given an "NA") and did not contribute to their overall CalEnviroScreen score. For example, if a census tract was missing both and PM2.5 and Traffic the denominator of the exposure indicators was adjusted to five instead of seven indicators.



## WHO LIVES IN THE HIGHEST REGIONAL EXPOSURE AREAS?

Population in the Highest Regional Exposure Areas by Race/Ethnicity



Source: CalEnviroScreen 3.0, SCAG

- Hispanic (Latino) residents make up 63 percent of the population in the highest regional exposure areas for asthma emergency room visits, and 60 percent of the pollution in areas for cardiovascular disease, although they only comprise 47 percent of the overall population.
- Black residents, comprising 6 percent of the overall population, make up 13 percent of the population in the highest regional exposure areas for asthma emergency room visits, and 12 percent of those with low birth-weight infants.
- Asian/Pacific Islanders disproportionately live in the highest regional exposure areas for toxic releases from facilities at 19 percent, significantly higher than their share of 13 percent (of the regional population).
- Native Americans make up 0.34 percent of the population in the highest regional exposure areas for ozone concentrations in the area, although they make up just 0.25 percent of the overall population. Hispanic (Latino) residents make up 50 percent of the population in the highest exposure to ozone concentrations and Black residents make up 8 percent.

## 6 | Key Terms & Concepts

By defining key terms and concepts, the quality of dialogue and discourse on equity can be enhanced. Many of these key terms and concepts have evolved over time. The key terms and concepts listed below are intended to reflect current usage. It should be noted that many of these key terms and concepts have evolved over time. The key terms and concepts listed below are intended to reflect current usage. Preferred language is always evolving and each person's identities, life experiences, and understandings will influence the preference for a given term.

### Discrimination

The unequal treatment of members of various groups based on race, gender, social class, sexual orientation, physical ability, religion, and other categories. In the United States the law makes it illegal to discriminate against someone based on race, color, religion, national origin, or sex. The law also makes it illegal to retaliate against a person because the person complained about discrimination, filed a charge of discrimination, or participated in an employment discrimination investigation or lawsuit. (A Community Builder's Tool Kit; U.S. Equal Employment Opportunity Commission, "Laws Enforced by EEOC")

### Diversity

A multiplicity of races, genders, sexual orientations, classes, ages, countries of origin, educational status, religions, physical, or cognitive abilities, documentation status, etc. within a community, organization or grouping of some kind. (Racial Equity Tools Glossary, 2019)

### Equity

Fairness and justice in policy, practice, and opportunity consciously designed to address the distinct challenges of non-dominant social groups, with an eye to equitable outcomes. See also: Racial equity. (University of Washington Diversity and Social Justice Glossary)

### Ethnicity

A social construct that divides people into smaller social groups based on characteristics such as shared sense of group membership, values, behavioral patterns, language, political and economic interests, history, and ancestral geographical base. (Teaching for Diversity and Social Justice: A Sourcebook. Marianne Adams, Lee Anne Bell, and Pat Griffin, editors. Routledge, 1997)

### Explicit Bias

Explicit biases are negative associations that people knowingly hold. They are expressed with conscious awareness. Example: sign in the window of an apartment building reads: "whites only." (Government Alliance for Race and Equity)

### Implicit Bias

Also known as unconscious or hidden bias, implicit biases are negative associations that people unknowingly hold. They are expressed automatically, without conscious awareness. Implicit biases have been shown to trump individuals' stated commitments to equality and fairness, thereby producing behavior that diverges from the explicit attitudes that many people profess. (State of the Science Implicit Bias Review 2013, Cheryl Staats, Kirwan Institute, The Ohio State University)

### Inclusion

Authentically bringing traditionally excluded individuals and/or groups into processes, activities, and

decision/policy making in a way that shares power. (University of Washington Diversity and Social Justice Glossary)

### Institutional Racism

Institutional racism refers specifically to the ways in which institutional policies and practices create different outcomes for different racial groups. The institutional policies may never mention any racial group, but their effect is to create advantages for whites and oppression and disadvantage for people of color. (Racial Equity Tools Glossary, 2019)

*Examples: Government policies, known as redlining, that explicitly restricted the ability of people to get loans to buy or improve their homes in neighborhoods with high concentrations of Black people. City sanitation department policies that concentrate trash transfer stations and other environmental hazards disproportionately in communities of color.*

### Intersectionality

A term created by Black lawyer and scholar Kimberlé Williams Crenshaw to describe how race, class, gender, age, and other aspects of identity intersect and inform the experience of individuals or groups of people. For example, a Black woman in America does not experience gender inequalities in the same way as a white woman, nor racial oppression in the same way as does a Black man. Each intersection produces a distinct life experience. (Intergroup Resources, 2012, Kimberlé Williams Crenshaw)

### People of color

Often the preferred collective term for referring to non-white racial groups. Racial justice advocates have been using the term “people of color” (not to be confused with the pejorative “colored people”) since the late 1970s as a unifying frame across different racial groups that are not White, to address racial inequities. While “people of color” can be a politically useful term, it is also important whenever possible to identify people through their own racial/ethnic group, as each has its own distinct experience and meaning and may be more appropriate. (Racial Equity Tools Glossary, 2019)

### Power

Power is unequally distributed globally and in U.S. society; some individuals or groups wield greater power than others, thereby allowing them greater access to and control over resources. Wealth, whiteness, citizenship, patriarchy, heterosexism, and education are a few key social mechanisms through which power operates. (University of Washington Diversity and Social Justice Glossary)

### Prejudice

A pre-judgment or unjustifiable, and usually negative, attitude of one type of individual or groups toward another group and its members. Such negative attitudes are typically based on unsupported generalizations (or stereotypes) that deny the right of individual members of certain groups to be recognized and treated as individuals with individual characteristics. (Institute for Democratic Renewal and Project Change Anti-Racism Initiative, A Community Builder's Tool Kit)

### Privilege

Advantages and benefits systemically accorded, often by default, to a person or group. Privilege is best understood intersectionality because colorism, documentation status, economic class, and education, can all accord distinct privilege within racial and ethnic groups. (Colors of Resistance Archive)

## Race

For many people, it comes as a surprise that racial categorization schemes were invented by scientists to support worldviews that viewed some groups of people as superior and some as inferior. There are three important concepts linked to this fact: Race is a made-up social construct, and not an actual biological fact. Race designations have changed over time. Some groups that are considered “white” in the United States today were considered “nonwhite” in previous eras, in census data and in mass media and popular culture (for example, Irish, Italian, and Jewish people). The way in which racial categorizations are enforced (the shape of racism) has also changed over time. For example, the racial designation of Asian American and Pacific Islander changed four times in the 19th century. That is, they were defined at times as white and at other times as not white. (Racial Equity Tools Glossary, 2019)

## Racial Equity

Racial equity is the condition that would be achieved if one's racial identity no longer predicted, in a statistical sense, how one fares. 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. (Source: Center for Assessment and Policy Development)

## Racism

Racism is different from racial prejudice, hatred, or discrimination. Racism involves one group having the power to carry out systematic discrimination through the institutional policies and practices of the society and by shaping the cultural beliefs and values that support those racist policies and practices. Other ways to consider racism include: Racism = race prejudice + social and institutional power; Racism = a system of advantage based on race; Racism = a system of oppression based on race; Racism = a white supremacy system. (Racial Equity Tools Glossary, 2019)

## Racial Justice

The systematic and proactive fair treatment of people of all races, resulting in equitable opportunities and outcomes for all. Racial justice—or racial equity—goes beyond anti-racism. It is not just the absence of discrimination and inequities, but also the presence of deliberate systems and supports to achieve and sustain racial equity. (Racial Equity Tools Glossary, 2019)

## Social Justice

Justice in terms of distribution of wealth, opportunities, and privileges within a society for all social identity groups. (Racial Equity Tools Glossary, 2019)

## Structural Racism

The normalization and legitimization of processes and dynamics that provide advantage to white people while producing cumulative and chronic adverse outcomes for people of color. Structural racism may be difficult to locate in an institution because it involves the reinforcing effects of multiple institutions and cultural norms. (Racial Equity Tools Glossary, 2019)

*Examples: We can see structural racism in the many institutional, cultural, and structural factors that contribute to lower life expectancy for Black and Native American men, compared to white men. These include higher exposure to environmental toxins, dangerous jobs, and unhealthy housing stock; higher exposure to and more lethal consequences for reacting to violence, stress, and racism; lower rates of health care coverage, access, and quality of care; and systematic refusal by the nation to fix these things.*

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For more information, please visit our [Inclusion, Diversity, Equity & Awareness webpage](#).

### MAIN OFFICE

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

### REGIONAL OFFICES

#### IMPERIAL COUNTY

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

#### ORANGE COUNTY

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

#### RIVERSIDE COUNTY

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

#### SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140  
San Bernardino, CA 92410  
Tel: (213) 236-1925

#### VENTURA COUNTY

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

[scag.ca.gov](http://scag.ca.gov)

# Racial Equity Early Action Plan

A Framework for Internal and External Focused Actions

Regional Council

May 6, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



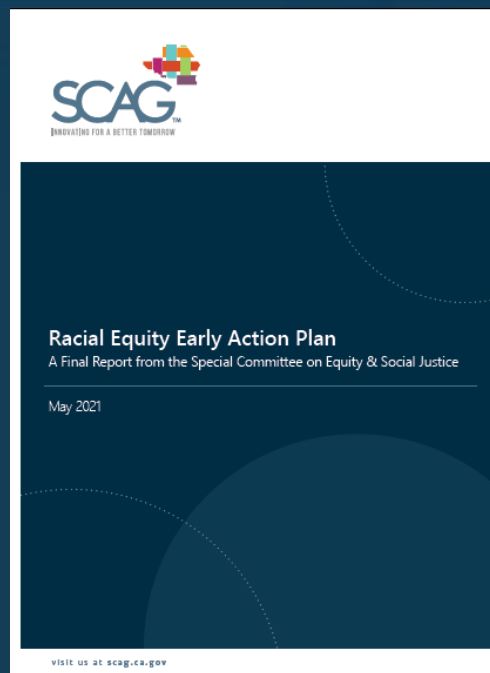
## SCAG's Commitment to Equity & Social Justice

- July 2020 – SCAG Board adopted resolution
- Established **Special Committee on Equity & Social Justice**
- Focus on:
  - Developing SCAG's response to advancing equity throughout the agency's activities
  - Advising SCAG's Regional Council on policies and practices to advance its resolved intentions



## Equity Framework & Early Action Plan

- Early Action Plan is critical for ensuring work advances and endures beyond life of Special Committee
- Early Action Plan includes:
  - Definition of equity
  - Equity goals and strategies
  - Early actions



## Definition of Equity

Leading with racial equity to address the pervasive and deep inequities faced by people of color across the region.

“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.”

# Racial Equity Framework: Goals and Strategies



# Racial Equity Early Action Plan

**SCAG'S RACIAL EQUITY EARLY ACTION PLAN**

**DEFINING EQUITY**  
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.

**GOALS**

- Shift Organizational Culture**  
Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
- Center Racial Equity in Regional Planning & Policy**  
Bring equity into SCAG's regional planning functions.
- Encourage Racial Equity in Local Planning Practices**  
Promote racial equity in efforts involving local elected officials and planning professionals.
- Activate & Amplify**  
Communicate broadly SCAG's commitment to racial equity and join with others in different fields and sectors to amplify impact.

**STRATEGIES**

Each of these goals is advanced through a focus on the following three strategies:

- Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.
- Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
- Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

EARLY ACTIONS		
<b>GOAL 1   SHIFT ORGANIZATIONAL CULTURE</b>		
<b>Listen &amp; Learn</b> <ul style="list-style-type: none"> <li>Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program</li> <li>Conduct an externally led racial equity audit to further inform equity actions.</li> </ul>	<b>Engage &amp; Co-Power</b> <ul style="list-style-type: none"> <li>Establish an IDEA Team to oversee and update EAP</li> <li>Assess and align procurement policies with diversity goals</li> <li>Create an Equity Planning Resource Group to share best practices</li> <li>Develop a Diversity Style Guide on standards for communicating</li> </ul>	<b>Integrate &amp; Institutionalize</b> <ul style="list-style-type: none"> <li>Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans</li> <li>Prepare an Inclusive and Equitable Talent Management Strategy</li> </ul>
<b>GOAL 2   CENTER RACIAL EQUITY IN REGIONAL POLICY &amp; PLANNING</b>		
<b>Listen &amp; Learn</b> <ul style="list-style-type: none"> <li>Offer equity training for Board members, including as part of Board Orientation</li> <li>Include Equity Assessment section in Staff Reports</li> <li>Prepare Annual Racial Equity Indicators Report</li> </ul>	<b>Engage &amp; Co-Power</b> <ul style="list-style-type: none"> <li>Increase opportunity for participation in Policy Committee; Formalize Committee equity roles</li> <li>Update Public Participation Plan</li> <li>Form Regional Policy Working Group dedicated to Equity</li> </ul>	<b>Integrate &amp; Institutionalize</b> <ul style="list-style-type: none"> <li>Develop equity goals, policies, and metrics as part of Connect SoCal update program</li> <li>Explore developing Research Program with University Partners</li> </ul>
<b>GOAL 3   ENCOURAGE RACIAL EQUITY IN LOCAL PLANNING</b>		
<b>Listen &amp; Learn</b> <ul style="list-style-type: none"> <li>Support data requests, create tools for information sharing</li> <li>Expand Toolbox Tuesday trainings to include sessions on racial equity</li> <li>Provide elected officials with fact sheets and tools to promote racial equity</li> </ul>	<b>Engage &amp; Co-Power</b> <ul style="list-style-type: none"> <li>Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mills Grants</li> <li>Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows</li> </ul>	<b>Integrate &amp; Institutionalize</b> <ul style="list-style-type: none"> <li>Refine equity goals and evaluation criteria used in Sustainable Communities Program</li> <li>Provide resources through the Sustainable Communities Program to promote Environmental Justice</li> <li>Identify opportunities to incorporate equity analysis in development of 2023 FTR</li> </ul>
<b>GOAL 4   ACTIVATE &amp; AMPLIFY</b>		
<b>Listen &amp; Learn</b> <ul style="list-style-type: none"> <li>Collaborate on a public information campaign to promote fair housing, reduce segregation</li> <li>Strengthen relationships with other MPOs</li> </ul>	<b>Engage &amp; Co-Power</b> <ul style="list-style-type: none"> <li>Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations &amp; Stakeholders</li> <li>Develop an Excellence in Equity Annual Award Program</li> </ul>	<b>Integrate &amp; Institutionalize</b> <ul style="list-style-type: none"> <li>Develop Inclusive Economic Recovery Strategy</li> </ul>

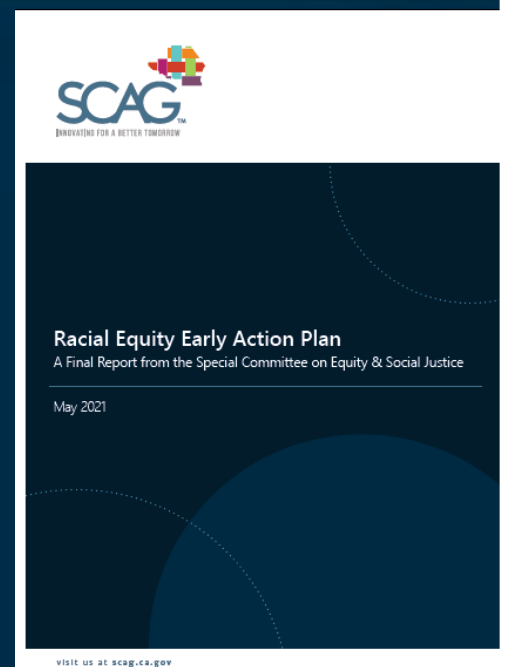
## Highlighted Actions

- **Goal 1: Shift Organization Culture**
  - Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans
- **Goal 2: Center Racial Equity in Regional Policy & Planning**
  - Connect SoCal: Regional Equity Strategy
- **Goal 3: Encourage Racial Equity in Local Planning**
  - Provide resources through the Sustainable Communities Program to promote planning in Environmental Justice communities
- **Goal 4: Activate & Amplify**
  - Develop an Inclusive Economic Recovery Strategy working in partnership with others to leverage Connect SoCal implementation for wider benefit



## Recommended Action & Next Steps

- Recommend that the Regional Council:
  - Adopt the Racial Equity Early Action Plan
- If approved, next steps include:
  - SCAG staff implements the Racial Equity Early Action Plan
  - Regional Council receives periodic updates on implementation



## Thank you to those who provided input and feedback on the Racial Equity Early Action Plan, especially members of the Special Committee on Equity & Social Justice!

Rex Richardson, SCAG President, City of Long Beach  
Megan Beaman-Jacinto, SCAG Regional Council Member, City of Coachella  
Castulo de la Rocha, CEO, AltaMed  
Margaret Finlay, SCAG Regional Council Member, City of Duarte  
Mark Henderson, SCAG Regional Council Member, City of Gardena  
Jan Harnik, SCAG Regional Council Member, City of Palm Desert  
Randal Hernandez, Director, External Affairs, Charter Communications  
Peggy Huang, SCAG Regional Council Member, City of Yorba Linda  
Jed Leano, SCAG Regional Council Member, City of Claremont  
Linda Nguyen, Vice President, Community Relations, Wells Fargo

Luis Plancarte, SCAG Regional Council Member, Imperial County  
Thomas Parham, President, Cal State University, Dominguez Hills  
Carmen Ramirez, SCAG Regional Council Member, City of Oxnard  
Tunua Thrash-Ntuk, Executive Director, Local Initiatives Support Coalition (LISC)  
Denita Willoughby, Vice President, Supply Management and Support Services, Southern California Gas Company  
Mark Yudof, President, University of California  
Micah Weinberg, Chief Executive Officer, California Forward  
Ben Winter, Senior Program Officer, California Community Foundation

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Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

NO. 631  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE MEETING  
THURSDAY, APRIL 1, 2021

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

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

**Members Present**

- |   |                            |                                  |
|---|----------------------------|----------------------------------|
| <b>Hon. Rex Richardson, President</b>                     | <i>Long Beach</i>          | <b>District 29</b>               |
| <b>Hon. Clint Lorimore, 1<sup>st</sup> Vice President</b> | <i>Eastvale</i>            | <b>District 4</b>                |
| <b>Hon. Jan Harnik, 2<sup>nd</sup> Vice President</b>     |                            | <b>RCTC</b>                      |
| Supervisor Luis Plancarte                                 |                            | Imperial County                  |
| Supervisor Kathryn Barger                                 |                            | Los Angeles County               |
| Supervisor Holly Mitchell                                 |                            | Los Angeles County               |
| Supervisor Don Wagner                                     |                            | Orange County                    |
| Supervisor Karen Spiegel                                  |                            | Riverside County                 |
| Supervisor Curt Hagman                                    |                            | San Bernardino County            |
| Supervisor Carmen Ramirez                                 |                            | Ventura County                   |
| Hon. Tim Shaw   |                            | OCTA                             |
| Hon. Peggy Huang  |                            | TCA                              |
| Hon. Mike T. Judge  |                            | VCTC                             |
| Hon. Ben Benoit   |                            | Air District Representative      |
| Hon. Andrew Masiel, Sr.                                   | <i>Pechanga Dev. Corp.</i> | Tribal Gov’t Reg’l Planning Brd. |
| Hon. Cheryl Viegas-Walker                                 | <i>El Centro</i>           | District 1                       |
| Hon. Kathleen Kelly                                       | <i>Palm Desert</i>         | District 2                       |
| Hon. Rey Santos   | <i>Beaumont</i>            | District 3                       |
| Hon. Zak Schwank  | <i>Temecula</i>            | District 5                       |





**Members Present – continued**

Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51



**Members Present - continued**

Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

**Members Not Present**

Hon. Alan D. Wapner, Imm. Past President		SBCTA
Hon. Maria Nava-Froelich		ICTC
Hon. Michael Carroll	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Mark Ridley-Thomas	<i>Los Angeles</i>	District 57
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Hector Pacheco	<i>San Fernando</i>	District 67

**Staff Present**

Kome Ajise, Executive Director  
Cindy Giraldo, Chief Financial Officer  
Debbie Dillon, Chief Strategy Officer  
Michael Houston, Chief Counsel  
Ruben Duran, Board Counsel

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Art Yoon, Director of Policy and Public Affairs  
Sarah Jepson, Director of Planning  
Julie Shroyer, Chief Information Officer  
Peter Waggoner, Office of Regional Council Support  
Maggie Aguilar, Office of Regional Council Support

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Richardson called the meeting to order at 12:32 p.m. President Richardson asked Regional Councilmember Jorge Marquez, Covina, District 33, to lead the Pledge of Allegiance.

### **PUBLIC COMMENT PERIOD**

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

Board Counsel Ruben Duran stated that there was one written public comment received by email after the deadline from Ms. Cecilia Estolano representing the Westside Cities Council of Governments. Mr. Duran stated that there were six written public comments received by email before the deadline which were transmitted to members and posted to SCAG's website.

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

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

There were no requests to prioritize agenda items.

### **ACTION ITEMS**

#### 1. Proposed CRRSAA and ARPA Apportionments

President Richardson provided background on Agenda Item No. 1, stating that the uncontested portion has been sent out, and he thanked SCAG staff for working with transit agencies. He noted that SCAG has received unanimous support from agencies. He then introduced Executive Director Kome Ajise to provide a presentation.

Mr. Ajise reviewed the past request by the Regional Council to take a step back, and he discussed a meeting with CEOs of the six County Transportation Commissions, in which a consensus was reached. He noted there was a unanimous vote on the item at the Executive/Administration Committee meeting yesterday and at the Transportation Committee meeting today. He explained SCAG's role as the designated recipient of the funding. He reviewed urbanized areas (UZAs) in the

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region, some being multi-county. He also explained the basis and formulation of staff's recommended apportionments, tied to 2018 operating expenses. In conclusion, he noted that the CARES Act, CRRSAA and ARPA combined will bring approximately \$4 billion to the region.

President Richardson noted how much of an investment in transit agencies this item represents. Mr. Ajise elaborated on the effects of COVID-19 on transit service and revenue, and he restated the apportionment.

Regional Councilmember Jan Harnik, RCTC, commented on the importance of subregions to each other, considering transit riders who cross regions and a symbiotic relationship between regions.

Regional Councilmember Deborah Robertson, Rialto, District 8 reiterated Regional Councilmember Harnik's comments, and she asked Mr. Ajise to restate why Ventura and Imperial Counties were not included in the distribution. Mr. Ajise clarified that the multi-county UZAs did not include Ventura and Imperial Counties, although Ventura County does have a UZA which is wholly-contained and also received 132% of 2018 operating costs.

A MOTION was made (Navarro) to Approve staff recommendation to follow the Federal Transportation Administration approach that uses 75% and 132% of the 2018 Operating Costs as reported for the UZA in 2018 NTD to allocate CRRSAA and ARPA funds respectively when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs. Motion was SECONDED (Barger). The motion passed by the following roll call votes:

**FOR:** ALLEN, ASHTON, BACERRA, BECERRA, BARGER, BENOIT, BLUMENFIELD, BONIN, BOYLES, A. BROWN, L. BROWN, BUCKNUM, BUSCAINO, CARRILLO, CLARK, CURTIS, DE LEON, FINLAY, FISCH, GARCETTI, GAZELEY, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, KORETZ, LEE, LOCK DAWSON, LORIMORE, MAGANA, J. MARQUEZ, R. MARQUEZ, MASIEL, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, RODRIGUEZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER and YOKOYAMA (65)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

## 2. Nominations and Election of 2021-22 SCAG Officers

President Richardson introduced Agenda Item No. 2 and introduced Chief Counsel Michael Houston to provide a presentation, in the absence of the Nominating Committee Chair. Mr. Houston explained the process of the Nominating Committee in reviewing applications for Officer positions of President, First Vice President and Second Vice President. He reviewed the applications received and the process for candidates. He announced the Nominating Committee's recommendations of Hon. Clint Lorimore for the position of President, Hon. Jan Harnik for the position of First Vice President and Sup. Carmen Ramirez for the position of Second Vice President. He confirmed that all candidates meet eligibility requirements, and he discussed next steps for ratification by the General Assembly.

President Richardson commented in support of the slate and nominated candidates.

Regional Councilmember Trevor O'Neil, Anaheim, District 19, commented on attendance at the Nominating Committee meeting as a factor for consideration of nominees. He noted that prior commitments affected the attendance of some candidates. He asked that, in future elections in which attendance is to be considered, that factor be made clear to all applicants.

Regional Councilmember Michael Posey, Huntington Beach, District 64, acknowledged Regional Councilmember O'Neil's comments. He noted that the recommended slate of candidates was in attendance and made presentations. He expressed his belief that attendance and providing an explanation of why one should be elected demonstrates commitment relevant to service, and it demonstrates the character trait of leadership.

Regional Councilmember Margaret Finlay, Duarte, District 35, commented about the process of the Nominating Committee, and she noted that candidates speaking at the meeting is a recent development. She suggested that candidates be informed that other candidates are likely to attend the meeting. In conclusion, she remarked on the strength of candidates and encouraged applications in the future.

Regional Councilmember José Luis Solache, Lynwood, District 33, commented in support of the slate of candidates and remarked on the nominees individually.

President Richardson commented on opportunities to show leadership at SCAG and his history in becoming a SCAG leader, noting losses in initial candidacies.

A MOTION was made (Spiegel) to Elect the nominees recommended by the Nominating Committee as SCAG's 2021-22 officers, subject to ratification by the General Assembly. Motion was SECONDED (Posey). The motion passed by the following roll call votes:

**FOR:** ALLEN, ANDRADE-STADLER\*, ASHTON, BACERRA, BECERRA, BARGER, BENOIT, BOYLES, A. BROWN, L. BROWN, BUCKNUM, BUSCAINO, CARRILLO, CURTIS, DEVINE, FINLAY, FISCH, GARCETTI, GAZELEY, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, KORETZ, LEE, LOCK DAWSON, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVARRO, NGUYEN, O'NEIL, PLANCARTE\*\*, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER and YOKOYAMA (62)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

\* While the voting results were being reviewed, Regional Councilmember Adele Andrade-Stadler, Alhambra, District 34, informed staff that she intended to vote "For" the motion for Agenda Item No. 2. The vote for Regional Councilmember Andrade-Stadler is annotated above.

\*\* Supervisor Luis Plancarte, Imperial County, was experiencing technical difficulties and indicated that he intended to vote "For" the motion for Agenda Item No. 2. The vote for Supervisor Plancarte is annotated above.

President Richardson congratulated the slate of nominees and noted that formal transition will occur next month.

### 3. Consideration of Proposed Amendments to the SCAG Bylaws

President Richardson introduced Chief Counsel Michael Houston to present on Agenda Item No. 3. He stated that proposals were presented to the Bylaws and Resolutions Committee on March 24, 2021. Mr. Houston summarized the four proposed amendments, including two from Regional Councilmember Trevor O'Neil and two from SCAG staff, and he displayed amended language as proposed.

Mr. Houston first reviewed proposals from Regional Councilmember O'Neil. The first proposal would require the Clerk or counsel to re-state motions that differ from the recommended actions contained in the Council's agenda packet, and it would require an opportunity for Regional Councilmember to discuss the matter before voting. The Bylaws and Resolutions Committee recommended this proposal to the Regional Council for it to recommend to the General Assembly for approval. The second proposal would broaden eligibility to be a candidate for SCAG officer positions. The Bylaws and Resolutions Committee recommended this proposal with amendments,

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as Mr. Houston explained, to the Regional Council.

Mr. Houston then reviewed proposed amendments from SCAG staff, as permitted by SCAG Bylaws. The first proposal from staff would allow the seven County Regional Council representatives to each appoint one local elected official from a SCAG member with a Community of Concern within its boundaries to serve on a Policy Committee. He noted that this is intended to begin implementation at a governance level of the Regional Council's diversity, equity and inclusion resolution as adopted last year. He explained Communities of Concern and its connection with long-range regional planning strategies. The Bylaws and Resolutions Committee recommended this proposal to the Regional Council for it to recommend to the General Assembly for approval. The final staff proposal would clarify that the adjustment to annual member assessments would be based on the Consumer Price Index increase from the prior year's assessment, not the prior year's collections. He explained that this change would reflect a more consistent baseline. The Bylaws and Resolutions Committee also recommended this proposal to the Regional Council for it to recommend to the General Assembly for approval.

President Richardson summarized the process for consideration and adoption of proposed Bylaws amendments, and he commented on this year's proposals in general, stating that they are consistent with work done this year in terms of inclusivity.

Regional Councilmember Michael Posey, Huntington Beach, District 64, commended Regional Councilmember O'Neil's proposed amendments, particularly the proposal to increase eligibility.

Supervisor Karen Spiegel, Riverside County, spoke in support of increased eligibility and noted that the proposal would get more people involved in leadership roles.

Regional Councilmember Trevor O'Neil, Anaheim, District 19, commented on SCAG staff's equity proposal. He expressed that it would create an inequity and overrepresentation from Communities of Concern. He also noted that the proposal insinuates that current representatives cannot adequately address issues of their own jurisdiction. He requested that the item be taken separately for a vote.

Regional Councilmember Jan Harnik, RCTC, expressed appreciation for proposals and discussion. She commented that better communication regarding the importance of uninterrupted service is needed to bodies that send representatives to SCAG.

Regional Councilmember Lorrie Brown, Ventura, District 47, acknowledged President Richardson's work. She commented on the commitment of double service to Policy Committees and the Regional Council, especially for members who are farther in distance from meetings.

President Richardson commented on different circumstances of members and jurisdictions, and he expressed that service on a Policy Committee prepares members for leadership. He commented on flexibility and accommodation for one another, and he expressed support of proposed amendments.

Chief Counsel Michael Houston provided clarification that the Bylaws and Resolutions Committee was concerned that concurrent service on a Policy Committee and Regional Council would double count, and the Bylaws and Resolutions Committee wanted to clarify that this would not be allowed.

A MOTION was made (Brown) to approve the proposed Bylaws amendments as recommended for approval by the Bylaws and Resolutions Committee. Motion was SECONDED (Posey). The motion passed by the following roll call votes:

**FOR:** ALLEN, ANDRADE-STADLER, ASHTON, BACERRA, BECERRA, BARGER, BENOIT, BOYLES, A. BROWN, L. BROWN, BUCKNUM, BUSCAINO, CARRILLO, CLARK, CURTIS, DEVINE, FINLAY, FISCH, GAZELEY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER and YOKOYAMA (61)

**AGAINST:** O'NEIL, SHAW and WAGNER (Proposal C only) (3)

**ABSTAIN:** NONE (0)

### **CONSENT CALENDAR**

#### Approval Items

4. Minutes of the Meeting – March 4, 2021
5. Approval of Additional Stipend Payments
6. Contracting to Implement the Regional Early Action Plan Program
7. Sustainable Communities Program - Housing & Sustainable Development Applications



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8. Contracts \$200,000 or Greater: Contract No. 19-066-C05, Aerial Imagery and Related Products - County of Imperial
  9. Contracts \$200,000 or Greater: Contract No. 21-043-C01, I-710 North Mobility Hubs Plan
  10. AB 687 (Seyarto) - Riverside County Housing Finance Trust
  11. SB 15 (Portantino) - Incentives to Rezone Idle Retail
  12. SB 623 (Newman) – Electronic Toll and Transit Fare Collection Systems
  13. SB 261 (Allen) - Sustainable Communities Strategies Reform
  14. SB 266 (Newman) - Chino Hills State Park Expansion
  15. SCAG Memberships and Sponsorships

Receive and File

16. April 2021 State & Federal Legislative Update
17. Updated Regional Early Action Planning (REAP) Program Subregional Allocation Amounts Based on Final Regional Housing Needs Assessment (RHNA) Allocation
18. Inclusive Economic Recovery Strategy - Work Plan and Progress Report
19. 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Framework
20. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
21. CFO Monthly Report

A MOTION was made (Solache) to approve the Consent Calendar, Agenda Item Nos. 4-21. Motion was SECONDED (Posey). The motion passed by the following roll call votes:

**FOR:** ALLEN, ANDRADE-STADLER, ASHTON, BACERRA, BECERRA, BARGER, BENOIT\*, BOYLES, A. BROWN, L. BROWN, BUCKNUM, BUSCAINO, CARRILLO, CLARK, CURTIS, DEVINE, FINLAY, FISCH, GARCETTI, GAZELEY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE,

MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MICHAEL, MINAGAR, MITCHELL, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMAN, RAMIREZ, RICHARDSON, ROBERTSON, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER and YOKOYAMA (62)

**AGAINST:** NONE (0)

**ABSTAIN:** NONE (0)

\* While the voting results were being reviewed, Regional Councilmember Ben Benoit, Air District Representative, informed staff that he intended to vote "For" the motion for the Consent Calendar. The vote for Regional Councilmember Benoit is annotated above.

President Richardson commented on significant actions taken today by the Regional Council and their impact on the region.

### **BUSINESS REPORT**

President Richardson introduced Mr. Randall Lewis, Business Representative, who provided a brief report. He began his presentation by discussing housing and recent price increases, and he commented that he has never seen the market as "crazy" as it is now. He continued by expounded upon the construction side of housing, highlight problems in supply chain which are slowly production and high costs of lumber which are affecting affordable housing. He elaborated on shifts in the office market, discussing "sublease space" and varying decreases in rates city-by-city. He projected that demand for office space will remain lower given the impact of COVID-19. He suggested that members look at their jurisdictions' office supply in a manner similar to oversupply of retail. He stated that the recovery has started and there is more business occurring at restaurants and retail. He projected wage inflation and mobility, and he offered that now is a time to both check on existing staff and recruit, given people's mobility. He mentioned President Biden's recent policy announcements and potential implications on tax structure, infrastructure spending and wealth distribution. In closing, he remarked on the GLUE Council reconvening, while expressing thanks on work by SCAG staff in terms of recovery and looking ahead to work by the GLUE Council that will have a lasting impact on the region. Finally, he remarked on the elected slate of officers, stating that SCAG is in good hands.

### **PRESIDENT'S REPORT**

President Rex Richardson provided a report, beginning with an update on the Call for Collaboration to engage non-traditional and community-based organizations in SCAG's housing planning

processes. He announced applications received and the 15 selected applicants, totaling \$1.3 million. He remarked that this is a new, unique program that allows for partnership to expand SCAG's impact. He reviewed the range of project types that the Call for Collaboration covers, and he announced that projects will begin in April and last until December 2022.

President Richardson continued by discussing the final meeting of the Special Committee on Equity and Social Justice, during which the Draft Racial Equity Early Action Plan (EAP) was discussed. The EAP will serve as the Special Committee's recommendation to the Regional Council, and it will be presented to the Regional Council at its next meeting in May.

He concluded by announcing times for the next Regional Council meeting and plans for the annual General Assembly meeting on May 6, 2021.

Supervisor Curt Hagman, San Bernardino Council, commented on a letter received from the California Building Industry Association (BIA) regarding the Greenprint. He asked that this be a future agenda item to hear concerns. President Richardson asked that SCAG staff follow-up with Supervisor Hagman.

Regional Councilmember Larry McCallon, Highland, District 7, commented that he has not been receiving a newsletter which provides a summary of Regional Council meetings. President Richardson acknowledged his comment.

Regional Councilmember Clint Lorimore, Eastvale, District 4, commented on the work of President Richardson. He thanked members for their confidence in him, while acknowledging the slate of candidates and opportunities ahead.

Regional Councilmember Sean Ashton, Downey, District 25, echoed Regional Councilmember McCallon's comment, and he suggested that the Regional Council summary be made to be social-media friendly to accommodate sharing.

Regional Councilmember Jan Harnik, RCTC, commented on President Richardson's leadership modeling and qualities.

Regional Councilmember Michael Posey, Huntington Beach, District 64, thanked President Richardson for his leadership.

Supervisor Carmen Ramirez, Ventura County, also saluted President Richardson for his leadership.

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

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Executive Director Kome Ajise acknowledged Regional Councilmember McCallon's comment about communications after the Regional Council meeting. Mr. Ajise congratulated the slate of Officers as approved today by the Regional Council.

Mr. Ajise provided an update on the Regional Housing Needs Assessment (RHNA). He stated that SCAG has received approval of the Final RHNA Allocation from California Department of Housing and Community Development (HCD) on March 22, 2021. He discussed a meeting with HCD Director Gustavo Velasquez to discuss local challenges, including preparation of Housing Elements by local jurisdictions. He noted the goal of housing production and ongoing meetings with HCD planned.

Mr. Ajise continued by announcing that the California State Transportation Agency (CalSTA) has adopted and released their Climate Action Plan for Transportation Infrastructure (CAPTI). He stated that CAPTI is an approach to leverage transportation infrastructure investments in the state to meet multiple objectives along the lines of climate action and equity goals.

Mr. Ajise concluded by mentioning that SCAG has begun work on the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Mr. Ajise noted that presentations were provided to Policy Committees at meetings today, and feedback regarding outreach was acknowledged.

In closing, Mr. Ajise announced SCAG's 32<sup>nd</sup> Annual Demographic Workshop, with the theme "Planning the Post-Pandemic City," to be held by remote participation on June 8 and 15.

Director of Policy and Public Affairs Art Yoon elaborated on communications after the Regional Council meeting, stating that a SCAG Spotlight e-mail is sent out after each meeting. Mr. Yoon noted that there may be an issue with specific emails, and he acknowledged suggestions regarding social media integration, stating that this can be addressed. Other members commented on the SCAG Spotlight e-mail; Mr. Ajise commented that SCAG will take a wholesale look at the process.

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

There were no additional future agenda items requested.

#### **ANNOUNCEMENT/S**

There were no announcements.

#### **ADJOURNMENT**

President Richardson adjourned the Regional Council meeting at 2:00 p.m.



[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]



AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [adopted June 2019], as requested by President Rex Richardson, Immediate Past President Alan D. Wapner, and Regional Councilmember Peggy Huang.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for President Rex Richardson, Long Beach, District 29; Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority (SBCTA); and Regional Councilmember Peggy Huang, Transportation Corridor Agencies (TCA).*

**BACKGROUND:**

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

For the month of March 2021, President Rex Richardson, Long Beach, District 29, attended the following event for SCAG, which will count towards his 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup> stipend requests:



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No.	Meeting Date	Meeting Name
13 <sup>th</sup>	March 18	Mtg w/ US DOT
14 <sup>th</sup>	March 22	Mtg w/ City CM Dan Kalmick
15 <sup>th</sup>	March 30	Mtg w/ Rep Aguilar
16 <sup>th</sup>	March 31	Check in with Darin and Kome
17 <sup>th</sup>	March 8	Housing Innovation Collaborative

For the month of March 2021, Immediate Past President Alan D. Wapner, SBCTA, attended the following event for SCAG, which will count towards his 10<sup>th</sup> stipend request:

No.	Meeting Date	Meeting Name
10 <sup>th</sup>	March 26	Board Officers Agenda Review

For the month of March 2021, Regional Councilmember Peggy Huang, TCA, attended the following event for SCAG, which will count towards her 9<sup>th</sup> stipend request:

No.	Meeting Date	Meeting Name
9 <sup>th</sup>	March 31	EAC

**FISCAL IMPACT:**

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



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Regional Council (RC)  
**From:** Cory Wilkerson, Program Manager II  
(213) 236-1992, wilkerson@scag.ca.gov  
**Subject:** Resolution No. 21-632-1 Approving the Recommended Project List  
for the 2021 SCAG Regional Active Transportation and Sustainable  
Communities Program – Active Transportation and Safety

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-632-1 directing SCAG to implement the 2021 SCAG Regional Active Transportation Program and Sustainable Communities Program (Active Transportation and Safety).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Staff is seeking approval of the 2021 SCAG Regional Active Transportation Program (Regional Program) project list; including implementation projects recommended by the county transportation commissions and plans and programs selected through SCAG's Sustainable Communities Program: Active Transportation and Safety (SCP AT&S) Call for Applications. The Regional Program consists of 23 projects totaling \$93.4 million that support walking and bicycling. The SCP AT&S includes 11 projects totaling \$4.97 million that support active transportation and safety planning strategies. This funding includes \$4.67 million from the SCAG Regional Program and an additional \$300,000 from SB1. Staff recommends approval of the Regional Program and the SCP AT&S. Upon approval staff will submit the Regional Program to the California Transportation Commission (CTC) for adoption at their June 23, 2021 meeting.*

**BACKGROUND:**

On March 29, 2020, the CTC adopted the 2021 Active Transportation Program (ATP) Statewide Guidelines and announced the Cycle 5 ATP call for projects. The 2021 ATP funding estimate includes approximately \$445 million and will cover fiscal years 2021/2022 through 2024/25. Project applications were received for the statewide call for projects on September 15, 2020 following a time extension due to the COVID19 pandemic. The CTC made their initial announcement of statewide recommendations on February 8, 2021 and adopted the recommendations on March 24, 2021.



Approximately sixty percent (60%) of the total funding awards have been recommended by the CTC through the Statewide Program and Small Urban/Rural Program components and were adopted on March 24, 2021. The remaining forty percent (40%) of the total funding awards will be recommended by regional MPOs. SCAG’s share of the MPO component, referred to as the Regional Program, is approximately \$93.4 million, roughly fifty-three percent (53%) of the MPO component.

**PROJECT SELECTION PROCESS:**

On April 2, 2020, SCAG’s Executive/Administration Committee on behalf of the Regional Council approved the Regional ATP Guidelines. Similar to previous cycles, the Regional Program Guidelines established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding (\$88.7 million) has been recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120 point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission was required to approve the methodology for assigning the additional points. Total funding available in each county is based on population-based funding targets.
- Planning & Capacity Building Projects: No more than five percent (5%) of the funding (\$4.67 million) has been recommended to proposals in this category. As in previous cycles, the project selection process relied on the statewide ATP application, scoring and ranking process. In addition, SCAG provided the option for project sponsors to apply through the SCP AT&S. The SCP AT&S Call for Projects will be described in greater detail below. All of the individual projects identified in the SCP AT&S are combined into a single project in the Regional Program.

The recommended Regional Program of 23 projects has been assembled by combining recommendations from the Implementation and the Planning & Capacity Building categories. The 2021 SCAG Regional Active Transportation Program and Contingency List is included as Attachment 2.

The recommended program allocates 87% of available funds to disadvantaged communities (DACs) exceeding the statewide minimum requirement of 25%.

ATP Funding by County (\$1,000s)			
	Implementation	SCP*	Total ATP

Imperial	\$882	\$0	\$882
Los Angeles	\$47,506	\$3,463	\$50,996
Orange	\$14,930	\$300	\$15,230
Riverside	\$11,305	\$907	12,212
San Bernardino	\$10,157	\$0	\$10,157
Ventura	\$3,969	\$0	\$3,969
Total	\$88,748	\$4,670	\$93,448
*This column represents projects selected through the SCP that are funded with ATP funding. SCAG is funding additional projects through the SCP using SB1 funding and other resources.			

**SUSTAINABLE COMMUNITIES PROGRAM – ACTIVE TRANSPORTATION AND SAFETY:**

On September 8<sup>th</sup> SCAG released the SCP AT&S Call for Applications following Regional Council approval of the program guidelines. This Call included three project types:

- Community or Area Wide Plans (Active Transportation or Safety Focused)
- Quick Build Projects
- Network Visioning & Implementation

Funding for SCP AT&S is comprised primarily of \$4.67 million from the Regional Program, as described above. Additionally, \$300,000 of Senate Bill 1 Formula Funding was used to supplement the Active Transportation and Safety portion of the SCP.

A total of 39 applications were submitted to the SCP AT&S Call for Applications, representing nearly \$21 million in requests. Additionally, the SCP AT&S considered 13 planning and non-infrastructure projects submitted to ATP Cycle 5.

SCP AT&S Applications Submitted by County and Type			
	Community Plans	Quick Build Projects	Network Visioning
Imperial	0	0	0
Los Angeles	15	5	3
Orange	4	2	0
Riverside	2	3	1
San Bernardino	1	2	0
Ventura	0	1	0

The evaluation process included representatives from each of the county transportation commissions, community-based organizations, public health agencies, and SCAG staff. To ensure geographic distribution of the funding, the final program recommendations restricted one awarded project per applying agency. A total of 11 projects were selected and are included in Attachment 3.

**NEXT STEPS:**

Following Regional Council approval, the Regional Program will be submitted to the CTC for adoption no later than the June 23, 2021 meeting. After CTC adoption, SCAG staff will seek allocation for the ATP funds for the SCP AT&S. Following allocation, staff will begin procurement for the awarded projects.

**FISCAL IMPACT:**

The project sponsors identified in the SCAG 2021 ATP Regional Programming Recommendations will be required to secure allocation from the CTC. SCAG will serve as the project sponsor and receive \$4.67 million in ATP funds to administer a series of demonstration projects and planning activities that were submitted through the SCP AT&S. Once allocated, the SCAG administered ATP funds will be programmed in the FY22 OWP in task 275-4882.01.

**ATTACHMENT(S):**

1. Resolution No. 21-632-1
2. 2021 SCAG Regional Active Transportation Program and Contingency List
3. 2021 SCAG Sustainable Communities Program Active Transportation and Safety List



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

RESOLUTION NO. 21-632-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE RECOMMENDED PROJECT LISTS FOR THE 2021 SCAG REGIONAL ACTIVE TRANSPORTATION PROGRAM AND SUSTAINABLE COMMUNITIES PROGRAM – ACTIVE TRANSPORTATION AND SAFETY

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

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, SCAG adopted the Regional Program Guidelines with input from the six Southern California county transportation commissions on April 2, 2020 to govern award of projects funded through the SCAG Regional Program;

WHEREAS, SCAG adopted the Sustainable Communities Program Guidelines with input from the six Southern California county transportation commissions on September 3, 2020 to govern award of projects funded through the SCAG Sustainable Communities Program;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-20-31) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by May 14, 2021;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-20-31) and Regional Program Guidelines, and has reached consensus on the 2021 SCAG Regional Active Transportation Program and Contingency List.

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

Attachment: Resolution No. 21-632-1 (2021 Active Transportation Regional Program and Sustainable Communities Program)

**NOW, THEREFORE, BE IT RESOLVED** that the Regional Council of the Southern California Association of Governments does hereby adopt the 2021 SCAG Regional Active Transportation Program and Sustainable Communities Program – Active Transportation and Safety.

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council directs staff to submit the Regional Program Project and Contingency List for the 2021 SCAG Regional Active Transportation Program to the California Transportation Commission.
2. The Regional Council hereby authorizes the Executive Director or designee to approve any further minor revision and/or administrative amendments to the 2021 SCAG Regional Active Transportation Program or Sustainable Communities Program – Active Transportation and Safety to SCAG’s as deemed necessary and appropriate by the Executive Director.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its May 6, 2021 meeting.

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

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

**Metropolitan Planning Organization Component**  
(\$ in thousands)

**SCAG Regional Active Transportation Program List**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
2	SCAG	7-SCAG-1	Various	Sustainable Communities Program	\$ 4,670	\$ 4,670	\$ 4,670									
3										State (SHA & RMRA) funds					\$ 4,670	\$ 4,670
4										Federal (FTF) funds						\$ -
5																
6	SCAG	11-El Centro, City of-1	Imperial	El Centro Pedestrian Improvement Project		\$ 882			\$ 882							
7										State (SHA & RMRA) funds				\$ 882		\$ 882
8										Federal (FTF) funds						\$ -
9																
10	SCAG	7-Huntington Park, City of-1	LA	Huntington Park's Safe Routes and Childhood Obesity Project	\$ 3,757	\$ 3,757	\$ 325	\$ 3,432								
11										State (SHA & RMRA) funds	\$ 50	\$ 275		\$ 3,405	\$ 27	\$ 3,757
12										Federal (FTF) funds						\$ -
13																
14	SCAG	7-Long Beach, City of-4	LA	Pine Avenue Bicycle Boulevard	\$ 4,087	\$ 3,678	\$ 90	\$ 475	\$ 514	\$ 2,599						
15										State (SHA & RMRA) funds	\$ 90	\$ 475		\$ 2,599	\$ 514	\$ 3,678
16										Federal (FTF) funds						\$ -
17																
18	SCAG	7-Los Angeles, City of-10	LA	Mission Mile: Sepulveda Visioning for a Safe and Active Community	\$ 49,900	\$ 39,670	\$ 4,958		\$ 2,125	\$ 32,587						
19										State (SHA & RMRA) funds	\$ 4,958	\$ 2,125				\$ 7,083
20										Federal (FTF) funds				\$ 32,587		\$ 32,587
21																
22	SCAG	7-El Monte, City of-1	LA	Traffic Calming for Parkway Dr/Denholm Dr	\$ 5,350	\$ 4,167	\$ 401									
23										State (SHA & RMRA) funds				\$ 401		\$ 401
24										Federal (FTF) funds						\$ -
25																
26	SCAG	12-Orange County-1	ORA	OC Loop Coyote Creek Bikeway (Segment O)	\$ 6,605	\$ 4,644	\$ -	\$ -	\$ 4,644	\$ -						
27										State (SHA & RMRA) funds	\$ -	\$ -	\$ -	\$ 4,644		\$ 4,644
28										Federal (FTF) funds	\$ -	\$ -	\$ -		\$ -	\$ -
29																
30	SCAG	12-Santa Ana, City of - 3	ORA	Raitt Street Protected and Buffered Bike Lane	\$ 5,499	\$ 5,499	\$ 81	\$ 808	\$ 4,610	\$ -						
31										State (SHA & RMRA) funds	\$ 81	\$ 808	\$ -	\$ 4,610	\$ -	\$ 5,499
32										Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33																
34	SCAG	12 - Orange County Transportation Authority - 1	ORA	Garden Grove-Santa Ana Rails-to-Trails Gap Closure	\$ 42,397	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -						

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)

**Metropolitan Planning Organization Component**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
35										State (SHA & RMRA) funds	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000
36										Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37																
38	SCAG	12-Brea, City of - 1	ORA	Tracks at Brea - Gap Closure	\$ 14,046	\$ 1,787	\$ -	\$ 1,787	\$ -	\$ -						
39										State (SHA & RMRA) funds	\$ -	\$ -	\$ 1,787	\$ -	\$ -	\$ 1,787
40										Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41																
42	SCAG	8-Cathedral City, City of-1	RIV	Downtown Cathedral City Connectors: Gap Closure & Complete Streets Improvement	\$ 5,566	\$ 4,383		\$ 4,383								
43										State (SHA & RMRA) funds				\$ 4,383		\$ 4,383
44										Federal (FTF) funds						\$ -
45																
46	SCAG	8-Desert Hot Springs, City of-1	RIV	Palm Drive Improvements	\$ 4,905		\$ 3,700									
47										State (SHA & RMRA) funds				\$ 3,700		\$ 3,700
48										Federal (FTF) funds						\$ -
49																
50	SCAG	8-Eastvale, City of-1		Southeast Eastvale SRTS Equitable Access Project	\$ 1,420	\$ 1,420	\$ 150	\$ 1,270								
51										State (SHA & RMRA) funds		\$ 150		\$ 1,270		\$ 1,420
52										Federal (FTF) funds						\$ -
53																
54	SCAG	8-Wildomar, City of-1		Bundy Canyon Active Transportation Corridor	\$ 3,990	\$ 1,454	\$ 1,377	\$ 77								
55										State (SHA & RMRA) funds				\$ 1,377	\$ 77	\$ 1,454
56										Federal (FTF) funds						\$ -
57																
58	SCAG	8-Riverside County-1		Safe Routes for All - Hemet	\$ 636	\$ 348		\$ 348								
59										State (SHA & RMRA) funds					\$ 348	\$ 348
60										Federal (FTF) funds						\$ -
61																
62	SCAG	8-Fontana, City of-4	SB	Date Elementary School Street Improvements Project	\$ 1,808	\$ 1,808	\$ 71	\$ 128		\$ 1,609						
63										State (SHA & RMRA) funds	\$ 71	\$ 128		\$ 1,591	\$ 18	\$ 1,808
64										Federal (FTF) funds						\$ -
65																
66	SCAG	8-Apple Valley, Town of-1	SB	Yucca Loma Elementary School Safe Routes to School Phase 2	\$ 986	\$ 838	\$ 191	\$ 647								
67										State (SHA & RMRA) funds		\$ 85	\$ 106	\$ 647		\$ 838
68										Federal (FTF) funds						\$ -
69																
70	SCAG	8-San Bernardino County-1	SB	Santa Ana River Trail - Phase III	\$ 6,880	\$ 1,105	\$ 1,105									

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)

**Metropolitan Planning Organization Component**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
71										State (SHA & RMRA) funds						\$ -
72										Federal (FTF) funds				\$ 1,105		\$ 1,105
73																
74	SCAG	8-Barstow, City of-1	SB	Pedestrian, Bicycle, and Safe Routes to Schools (SR2S), Barstow	\$ 6,902	\$ 6,406				\$ 6,406						
75										State (SHA & RMRA) funds						\$ -
76										Federal (FTF) funds				\$ 6,406		\$ 6,406
77																
78	SCAG	7-Oxnard, City of-1	VEN	SRTS Safety and Enhancements Project	\$ 1,981	\$ 1,981	\$ 202	\$ 1,779								
79										State (SHA & RMRA) funds		\$ 202		\$ 1,480	\$ 299	\$ 1,981
80										Federal (FTF) funds						\$ -
81																
82	SCAG	7-Ventura, City of-1	VEN	Cabrillo Segment Multi-Use Path Gap Completion	\$ 1,008	\$ 1,008	\$ 183		\$ 825	\$ 825						
83										State (SHA & RMRA) funds	\$ 68	\$ 110	\$ 5	\$ 825		\$ 1,008
84										Federal (FTF) funds						\$ -
85																
86	SCAG	7-Oxnard, City of-2	VEN	4th Street Mobility Improvements	\$ 6,900	\$ 650	\$ 650									
87										State (SHA & RMRA) funds		\$ 650				\$ 650
88										Federal (FTF) funds						\$ -
89																
90	SCAG	7-Ventura County-3	VEN	Santa Rosa Road Bike Lane Improvement and Pedestrian Project (SRRBLP)	\$ 1,103	\$ 330	\$ 197		\$ 133	\$ 133						
91										State (SHA & RMRA) funds	\$ 75	\$ 122		\$ 133		\$ 330
92										Federal (FTF) funds						\$ -
93																
94																
95				<b>Total</b>	<b>\$ 175,726</b>	<b>\$ 87,933</b>	<b>\$ 16,681</b>	<b>\$ 15,134</b>	<b>\$ 12,851</b>	<b>\$ 44,159</b>						
96																
97																
98										<b>SCAG Fund estimate totals</b>	<b>\$39,900</b>	<b>\$53,519</b>				<b>\$93,419</b>
99										<b>Program funding totals</b>	<b>\$ 40,098</b>	<b>\$ 53,321</b>				<b>\$ 93,419</b>
100										<b>Over or Under Estimate amount</b>	<b>(\$198)</b>	<b>\$198</b>				<b>\$0</b>

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)



**Metropolitan Planning Organization Component**  
(\$ in thousands)

**SCAG Contingency List**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
2	SCAG	7-Los Angeles, City of-9	LA	Normandie Beautiful: Creating Neighborhood Connections in South L.A.	\$ 21,395	\$ 17,009	\$ 2,103		\$ 944	\$ 13,962						
3											State (SHA & RMRA) funds	\$ 2,103				\$ 2,103
4											Federal (FTF) funds	\$ 944		\$ 13,962		\$ 14,906
5																
6	SCAG	7-Los Angeles County-3	LA	Metro A Line Connections for Unincorporated Los Angeles County	\$ 12,330	\$ 12,330	\$ 1,012		\$ 3,785	\$ 7,533						
7											State (SHA & RMRA) funds	\$ 1,012				\$ 1,012
8											Federal (FTF) funds	\$ 650	\$ 3,135	\$ 7,533		\$ 11,318
9																
10	SCAG	7-Santa Monica, City of-1	LA	Wilshire Active Transportation Safety Project	\$ 5,450	\$ 4,354	\$ 480		\$ 3,874							
11											State (SHA & RMRA) funds	\$ 480				\$ 480
12											Federal (FTF) funds			\$ 3,874		\$ 3,874
13																
14	SCAG	7-El Monte, City of-1	LA	Traffic Calming for Parkway Dr/Denholm Dr	\$ 5,350	\$ 4,167	\$ 3,766									
15											State (SHA & RMRA) funds			\$ 3,766		\$ 3,766
16											Federal (FTF) funds					\$ -
17																
18	SCAG	12-Fullerton, City of - 1	ORA	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 6,523	\$ 6,252	\$ -	\$ 1,233	\$ 5,019	\$ -						
19											State (SHA & RMRA) funds	\$ -	\$ -	\$ -	\$ -	\$ -
20											Federal (FTF) funds	\$ 48	\$ 1,114	\$ 58	\$ 5,019	\$ 13
21																
22	SCAG	12 - Anaheim, City of - 1	ORA	Rio Vista Safe Routes to School	\$ 999	\$ 999	\$ 20	\$ 255	\$ 724	\$ -						
23											State (SHA & RMRA) funds	\$ 20	\$ 135	\$ 120	\$ 724	\$ -
24											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -
25																
26	SCAG	12-Santa Ana, City of - 20	ORA	Fitz ES - Heritage ES - Russell ES - Newhope	\$ 5,986	\$ 5,986	\$ 91	\$ 680	\$ 5,215	\$ -						
27											State (SHA & RMRA) funds	\$ 91	\$ 680	\$ -	\$ 5,215	\$ -
28											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -
29																
30	SCAG	12-Santa Ana, City of-5	ORA	Orange Avenue Bike Lane and Bicycle Boulevard	\$ 4,858	\$ 4,858	\$ 71	\$ 709	\$ 4,078	\$ -						
31											State (SHA & RMRA) funds	\$ 71	\$ 709	\$ -	\$ 4,078	\$ -
32											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -
33																
34	SCAG	Coachella Valley Association of Governments-1	RIV	Coachella Valley Arts & Music Line	\$ 26,818	\$ 16,903		\$ 16,903								

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)

**Metropolitan Planning Organization Component**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
35										State (SHA & RMRA) funds				\$ 16,903		\$ 16,903
36										Federal (FTF) funds						\$ -
37																
38	SCAG	Desert Hot Springs, City of-2	RIV	Palm Drive Improvements - I-10 to Camino Aventura	\$ 6,995	\$ 6,154		\$ 6,154								
39										State (SHA & RMRA) funds				\$ 6,154		\$ 6,154
40										Federal (FTF) funds						\$ -
41																
42	SCAG	Wildomar-2	RIV	Mission Trail Active Transportation Corridor	\$ 6,548	\$ 3,638	\$ 451	\$ 3,110	\$ 77							
43										State (SHA & RMRA) funds	\$ 168	\$ 168	\$ 115	\$ 3,110	\$ 77	\$ 3,638
44										Federal (FTF) funds						\$ -
45																
46	SCAG	Riverside County -2	RIV	Hemet Area SRTS Sidewalk Project	\$ 1,946	\$ 1,946	\$ 25	\$ 565		\$ 1,356						
47										State (SHA & RMRA) funds	\$ 25	\$ 225	\$ 340	\$ 1,181	\$ 175	\$ 1,946
48										Federal (FTF) funds						\$ -
49																
50	SCAG	Riverside-2	RIV	Five Points Neighborhood Pedestrian Safety Improvements	\$ 6,953	\$ 6,113			\$ 1,070	\$ 5,043						
51										State (SHA & RMRA) funds			\$ 1,070	\$ 5,043		\$ 6,113
52										Federal (FTF) funds						\$ -
53																
54	SCAG	Temecula-1	RIV	Temecula Creek Southside Trail Project	\$ 3,637	\$ 3,218	\$ 58	\$ 3,160								
55										State (SHA & RMRA) funds				\$ 3,160	\$ 58	\$ 3,218
56										Federal (FTF) funds						\$ -
57																
58	SCAG	8-Ontario, City of-3		Euclid West Pedestrian Improvements	\$ 1,996	\$ 1,996	\$ 5	\$ 245	\$ 1,746							
59										State (SHA & RMRA) funds	\$ 5	\$ 245		\$ 1,746		\$ 1,996
60										Federal (FTF) funds						\$ -
61																
62	SCAG	8-Highland, City of-1		Highland/San Bernardino Bi-City Transformative Bikeway/Walkway Connector	\$ 22,222	\$ 19,241	\$ 928	\$ 1,787		\$ 16,526						
63										State (SHA & RMRA) funds					\$ 40	\$ 40
64										Federal (FTF) funds	\$ 888	\$ 1,392	\$ 395	\$ 16,526		\$ 19,201
65																
66	SCAG	8-Montclair, City of-1		Montclair SRTS Implementation Project	\$ 5,426	\$ 5,426	\$ 580	\$ 4,846								
67										State (SHA & RMRA) funds	\$ 145				\$ 82	\$ 227
68										Federal (FTF) funds		\$ 435		\$ 4,764		\$ 5,199
69																

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)

**Metropolitan Planning Organization Component**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&ED	PS&E	ROW	CON	CON NI	Fund totals
70	SCAG	7-Oxnard, City of-2	VEN	4th Street Mobility Improvements	\$ 6,900	\$ 6,250		\$ 6,250								
71	State (SHA & RMRA) funds												\$ 6,250		\$ 6,250	
72	Federal (FTF) funds														\$ -	
73																
74	SCAG	7-Ventura County-3	VEN	Santa Rosa Road Bike Lane Improvement and Pedestrian Project (SRRBLP)	\$ 1,103	\$ 773				\$ 773						
75	State (SHA & RMRA) funds												\$ 773		\$ 773	
76	Federal (FTF) funds														\$ -	
77																
78	SCAG	7-Ventura County-1	VEN	Saticoy to Santa Paula: West Branch Trail Gap Closure	\$ 22,434	\$ 21,000	\$ 1,500	\$ 2,250	\$ 17,250							
79	State (SHA & RMRA) funds										\$ 1,500	\$ 2,250		\$ 17,250		\$ 21,000
80	Federal (FTF) funds														\$ -	
81																
82	SCAG	7-Camarillo, City of-1	VEN	Camarillo Active Transportation Plan	\$ 370	\$ 370	\$ 370									
83	State (SHA & RMRA) funds												\$ 370		\$ 370	
84	Federal (FTF) funds														\$ -	
85																
86					<b>Total</b>	<b>\$ 176,239</b>	<b>\$ 148,983</b>	<b>\$ 11,460</b>	<b>\$ 48,147</b>	<b>\$ 43,782</b>	<b>\$ 45,193</b>					

Attachment: 2021 SCAG Regional Active Transportation Program and Contingency List (2021 Active Transportation Regional Program and Sustainable Communities Program)

<b>Sustainable Communities Program Active Transportation and Safety - Project Recommendations</b>			
<b>COUNTY</b>	<b>AGENCY</b>	<b>PROJECT</b>	<b>BUDGET</b>
Los Angeles	LA County Public Health	Lennox Community Pedestrian Plan	\$499,933.00
Los Angeles	LADOT	Wilshire Center/K-town AT Network Visioning	\$1,209,557.00
Los Angeles	City of Santa Monica	East Pico Safety Project	\$800,000.00
Riverside	Riverside County Public Health	Safe Routes for All - Coachella	\$657,000.00
Orange	OCTA	OCTA Bus Stop Safety and Accessibility Study	\$300,000.00
Riverside	City of Banning	Banning Comprehensive ATP	\$250,000.00
Los Angeles	City of Lynwood	Lynwood Safe Routes To School (SRTS) Plan	\$250,000.00
Los Angeles	City of Pomona	Pomona Citywide Complete Streets Ordinance	\$703,510.00
Los Angeles	Montebello Bus Lines	First-Mile / Last-Mile Master Plan	\$150,000.00
Los Angeles	City of Duarte	Safe Routes to School Program	\$100,000.00
Orange	City of Santa Ana	Safe Mobility Santa Ana (SMSA) Plan Update	\$50,000.00
<b>TOTAL</b>			<b>\$4,970,000.00</b>



AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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: Resolution No. 21-632-3 Approving Amendment 4 to the FY 2020-21  
Overall Work Program Budget

**RECOMMENDED ACTION:**

Adopt Resolution No. 21-632-3, approving Amendment 4 to the FY 2020-21 (FY21) Overall Work Program (OWP) budget and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Staff recommends that the EAC and RC approve a fourth amendment to the FY21 OWP budget in the amount of \$180,292, increasing the budget from \$93.2 million to \$93.4 million. Amendment 4 is a formal amendment that includes: programming a new federal grant of \$90,000 from the Department of Energy (DOE) for the Clean Cities Outreach, Education, and Performance Tracking Program; and programming \$90,292 of local funds from partner cities to support local assistance grants.*

*Additionally, this amendment includes the following cost neutral changes: revising the amount programmed for the Consolidated Planning Grant (CPG) funds to match the final allocation for FY21; revising the amount programmed for Transportation Development Act (TDA) funds in various transportation planning projects; reallocating the amount programmed for SB 1 Sustainable Communities Formula funds in the Regional Data Platform and the Sustainable Communities Program to align with project schedules and deliverables; and adjusting staff time allocations in various OWP projects.*

**BACKGROUND:**

On May 7, 2020, the EAC and RC adopted the FY21 Final Comprehensive Budget, which included the FY21 OWP budget in the amount \$88 million. The Federal Highway Administration (FHWA) and the

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Federal Transit Administration (FTA) subsequently approved SCAG's FY21 OWP on June 30, 2020. Thereafter, SCAG submitted administrative Amendment 1 to the FY21 OWP to add the various federal and state grant extensions approved by Caltrans for the projects experiencing challenges due to COVID-19. Amendment 1 increased the OWP budget from \$88 million to \$89.2 million.

On September 3, 2020, the EAC and RC approved Amendment 2 to the FY21 OWP increasing the budget from \$89.2 million to \$89.5 million for a new grant for the Interstate-710 North Mobility Hubs Plan under the FY21 Caltrans Sustainable Transportation Planning Grant Program.

On January 6, 2021, the EAC and RC approved Amendment 3 to the FY21 OWP increasing the budget from \$89.5 million to \$93.2 million for programming CPG and TDA funds for ongoing regional transportation projects; adjusting balances for various federal and state grants; and adjusting staff time allocations in various OWP projects.

On February 24, 2021, Caltrans issued the final CPG allocation for FY21, which was \$1.6 million lower than the amount programmed in SCAG's FY21 OWP. This amendment includes revising the amount programmed for CPG funds to match the final allocation for this year.

**DISCUSSION:**

Staff recommends that the EAC and RC approve Amendment 4 to the FY21 OWP in the amount of \$180,292, increasing the budget from \$93.2 million to \$93.4 million. Table 1 shows revenue increases of \$180,292 for a new federal grant of \$90,000 from DOE for the Clean Cities Outreach, Education, and Performance Tracking Program and \$90,292 of local funds from partner cities to support local assistance grants. Attachment 2 includes a list of budget changes. The full report for Amendment 4 to the FY21 OWP is available online at <https://scag.ca.gov/financial-overall-work-program>.

<b>Table 1. FY 2020-21 OWP Revenues</b>			
<b>OWP REVENUES</b>	<b>Amend#3</b>	<b>Amend#4</b>	<b>Change</b>
FHWA PL	\$ 24,146,028	\$ 23,931,156	\$ (214,872)
FTA 5303	\$ 15,491,454	\$ 15,706,326	\$ 214,872
FTA 5304	\$ 596,190	\$ 596,190	\$ -
FHWA SP&R	\$ 1,361,071	\$ 1,361,071	\$ -
FEDERAL OTHER	\$ 2,682,732	\$ 2,772,732	\$ 90,000
SB 1 FORMULA GRANT	\$ 15,384,508	\$ 15,384,508	\$ -
SB 1 COMPETITIVE GRANT	\$ 135,003	\$ 135,003	\$ -
SB 1 ADAPTATION GRANT	\$ 136,344	\$ 136,344	\$ -
SHA COMPETITIVE GRANT	\$ 962,058	\$ 962,058	\$ -
STATE OTHER	\$ 18,464,681	\$ 18,464,681	\$ -
TDA	\$ 7,129,510	\$ 7,129,510	\$ -
CASH/LOCAL OTHER	\$ 2,472,216	\$ 2,573,680	\$ 101,464
IN-KIND COMMITMENTS	\$ 4,247,176	\$ 4,236,004	\$ (11,172)
<b>TOTAL</b>	<b>\$ 93,208,971</b>	<b>\$ 93,389,263</b>	<b>\$ 180,292</b>

Table 2 shows the proposed changes to expenditure categories:

- 1) \$100,000 decrease in the agency intern budget to offset the increase in consultant and other costs.
- 2) \$186,236 increase in the consultant budget for various grants.
- 3) \$11,172 decrease for in-kind commitments to support the grants.
- 4) \$105,228 increase for other costs to support the grants.

<b>Table 2. FY 2020-21 OWP Expenditures</b>			
<b>OWP EXPENDITURES</b>	<b>Amend#3</b>	<b>Amend#4</b>	<b>Change</b>
SALARIES	\$ 39,281,080	\$ 39,181,080	\$ (100,000)
CONSULTANTS	\$ 44,638,374	\$ 44,824,610	\$ 186,236
LOCAL OTHER	\$ 1,425,383	\$ 1,425,383	\$ -
IN-KIND COMMITMENTS	\$ 4,247,176	\$ 4,236,004	\$ (11,172)
OTHER COSTS	\$ 3,616,958	\$ 3,722,186	\$ 105,228
<b>TOTAL</b>	<b>\$ 93,208,971</b>	<b>\$ 93,389,263</b>	<b>\$ 180,292</b>

**FISCAL IMPACT:**

Amendment 4 to the FY21 OWP results in an increase of \$180,292 from \$93,208,971 to \$93,389,263. After approval by the EAC and RC, the revised budget will be submitted to Caltrans for final approval.



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**ATTACHMENT(S):**

1. Resolution No. 21-632-3
2. List of Budget Changes





RESOLUTION NO. 21-632-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT 4 TO THE FISCAL YEAR 2020-21 OVERALL WORK PROGRAM

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

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

WHEREAS, the Southern California Association of Governments (SCAG) is the 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.; and

WHEREAS, SCAG has developed the Fiscal Year (FY) 2020-21 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Capital and Debt Service Budget; the General Fund Budget; the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget; and

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), the Sustainable Transportation Planning Grants, and the Adaptation Planning Grants; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG's Regional Council approved the OWP for FY 2020-21 in May 2020, which was subsequently approved by Caltrans in June 2020. Administrative Amendment 1 to the OWP was approved in July 2020, Amendment 2 was approved in September 2020; Amendment 3 was approved in January 2021; and

WHEREAS, this Amendment 4 to the FY 2020-21 OWP will result in a budget increase of \$180,292, from \$93.2 million to \$93.4 million; and

WHEREAS, Amendment 4 to the FY 2020-21 OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on May 6, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that Amendment 4 to the FY 2020-21 OWP is approved and adopted.

Attachment: Resolution No. 21-632-3 (Resolution No. 21-632-3 Approving Amendment 4 to the FY 2020-21 Overall Work Program Budget)

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of Amendment 4 to the FY 2020-21 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget modifications to the FY 2020-21 OWP based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.
6. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2020-21 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
7. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2020-21 Comprehensive Budget.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of May, 2021.

[SIGNATURES ON FOLLOWING PAGE]

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

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel/Director of Legal Services

**FY 2020-21 OWP Amendment 4**  
**List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG (FHWA PL)	CPG (FTA 5303)	TDA	FY21 SB1 Formula	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	In-Kind Commitment
Jepson	010.1631.02	Congestion MGMT./Travel Demand MGMT.	Staff	\$ (4,207)	\$ (3,725)						\$ (48)
Jepson	015-0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Consultant TC	\$ (120,000)		\$ (120,000)					
Jepson	015-0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Non-Profit	\$ 120,000		\$ 106,236	\$ 13,764				
Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	Consultant TC	\$ 100,000		\$ 100,000					
Jepson	050.0169.01	RTP/SCS Active Transportation Dev & Implementation	Staff	\$ 15,403	\$ 13,636						\$ 1,76
Jepson	050.0169.06	Active Transportation Program	Staff	\$ (15,402)	\$ (13,635)						\$ (1,76
Fujimori	095.1533.02	Regional Planning & Policy Intern Program	Staff	\$ (97,409)		\$ (86,236)					\$ (11,17
Jepson	100.1630.02	Intelligent Transportation Systems (ITS) Planning	Staff	\$ 24,941	\$ 22,080						\$ 2,86
Giraldo	120.0175.01	OWP Development & Administration	Staff	\$ -	\$ (214,872)	\$ 214,872					
Jepson	140.0121.01	Transit Planning	Staff	\$ 96,764	\$ 85,665						\$ 11,09
Jepson	140.0121.02	Regional High Speed Transport Program	Staff	\$ 46,279	\$ 40,971						\$ 5,30
Jepson	225.3564.14	SCAG 2019 Local Demonstration Initiative	Consultant	\$ 100,000						\$ 100,000	
Jepson	225.4837.01	SCAG 2017 Active Transportation Local Planning Initiative	Staff	\$ 10,908			\$ 10,908				
Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	Staff	\$ 91,464					\$ 90,000	\$ 1,464	
Jepson	275.4823.03	Sustainable Communities Program - 2018 Call (FY19 SB 1 Formula)	Staff	\$ (10,908)			\$ (10,908)				
Jepson	275.4823.04	Sustainable Communities Program - 2016 Call (CPG)	Staff	\$ 10,908			\$ 10,908				

Attachment: List of Budget Changes (Resolution No. 21-632-3 Approving Amendment 4 to the FY 2020-21

**FY 2020-21 OWP Amendment 4  
List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG (FHWA PL)	CPG (FTA 5303)	TDA	FY21 SB1 Formula	Other Grants (OTS, DOE, MSRC, ATP)	Cash/Local Other	In-Kind Commitment
Shroyer	275.4823.05	Sustainable Communities Program - 2018 Call (FY20 SB 1 Formula)	Staff	\$ (10,908)			\$ (10,908)				
Jepson	275.4823.06	Sustainable Communities Program - 2018 Call (FY21 SB 1 Formula)	Consultant	\$ 250,000			\$ 28,675	\$ 221,325			
Jepson	280.4824.02	Future Communities Pilot Program (FY19 SB 1 Formula)	Consultant	\$ (13,764)			\$ (13,764)				
Jepson	280.4832.04	Regional Data Platform (FY21 SB 1 Formula)	Consultant	\$ (250,000)			\$ (28,675)	\$ (221,325)			
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ (29,298)	\$ (25,938)						\$ (3,360)
Jepson	310.4874.03	Planning Studios	Staff	\$ (29,300)	\$ (25,939)						\$ (3,361)
Jepson	310.4874.05	Regional Early Action Planning (REAP) Grants Program (SCS Integration)	Staff	\$ (105,179)	\$ (93,115)						\$ (12,064)
<b>TOTAL</b>				<b>\$ 180,292</b>	<b>\$ (214,872)</b>	<b>\$ 214,872</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 90,000</b>	<b>\$ 101,464</b>	<b>\$ (11,177)</b>

Attachment: List of Budget Changes (Resolution No. 21-632-3 Approving Amendment 4 to the FY 2020-21



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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 Greater than \$75,000, Contract No. 19-034-C01,  
SCAG Integrated Passenger and Freight Forecast, Amendment No. 4

**RECOMMENDED ACTION:**

Approve Amendment No. 4 to Contract No. 19-034-C01 with AECOM Technical Services, Inc., to enable the consultant to perform additional rail data collection under Task 4.2 – Trade and Domestic Goods Forecast, increasing the contract from \$844,284 to \$926,284 (\$82,000). 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:**

*Amendment 4 increases the contract value to enable the consultant to perform additional rail data collection under Task 4.2 – Trade and Domestic Goods Forecast, including site location identification, data collection equipment procurement and implementation, data mining/processing, and integration into subsequent tasks.*

**BACKGROUND:**

Staff recommends executing the following Amendment Greater than \$75,000:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
AECOM (19-034-C01)	Amendment 4 increases the contract value to enable the consultant to perform additional rail data collection under Task 4.2 – Trade and Domestic Goods Forecast, including site location identification, data collection equipment procurement and implementation,	\$82,000



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data mining/processing, and integration into subsequent tasks.

**FISCAL IMPACT:**

Funding of \$82,000 is available in the FY 2020-2021 Overall Work Program (OWP) budget in project numbers 130-0162B.13 (\$75,000) and 130-0162B.18 (\$7,000).

**ATTACHMENT(S):**

1. Contract Summary 19-034-C01 Amendment 4
2. Contract Summary 19-034-C01 Amendment 4 COI

## **CONTRACT NO. 19-034-C01 AMENDMENT NO. 4**

**Consultant:** AECOM Technical Services, Inc.

**Background & Scope of Work:** On August 14, 2019 SCAG awarded Contract 19-034-C01 to AECOM Technical Services, Inc. to provide the agreement between SCAG and AECOM Technical Services, Inc. Under this agreement, AECOM Technical Services, Inc. serves as the primary consultant project manager for the Integrated Passenger and Freight Rail Forecast Project. This is a multi-year project, ending in Fiscal Year 2022.

On June 10, 2020, staff amended the contract (Amendment 1) to enable the consultant to perform additional intermodal facility feasibility analysis under Task 4.3 – Intermodal and Passenger Rail Facility Capacity, including the assessment of land use, rail and roadway network connections and environmental indications. Amendment 1 increased the contract value from \$785,625 to \$844,284 (\$58,659)

Amendment 4 increases the contract value to enable the consultant to perform additional rail data collection under Task 4.2 – Trade and Domestic Goods Forecast, including site location identification, data collection equipment procurement and implementation, data mining/processing, and integration into subsequent tasks. This rail data collection effort is critical to inform non-intermodal rail activities including automobile and classification yard facilities, as well as carload commodities entering and existing the region.

This amendment also increases the contract value from \$844,284 to \$926,284 (\$82,000).

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

- Providing existing and future conditions analyses of the passenger and freight rail networks, including planned improvements and the potential for implementing clean technologies;
- Forecasting train movements and goods movement in 2045 and interim years for Connect SoCal planning;
- Providing a passenger and freight rail facility capacity analysis;
- Providing rail infrastructure capital cost estimates and funding strategies; and
- Developing a shared use strategy between passenger and freight rail facilities.

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

<b>Amendment Amount:</b>	Amendment 4	\$82,000
	Amendment 3 (administrative – no change to contract's value)	\$0
	Amendment 2 (administrative – no change to contract's value)	\$0
	Amendment 1	\$58,659
	Original contract value	<u>\$785,625</u>
	<b>Total contract value is not to exceed</b>	<b>\$926,284</b>

This amendment when combined with a previous amendment exceeds \$75,000. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

Attachment: Contract Summary 19-034-C01 Amendment 4 (Contract Amendment Greater than \$75,000, Contract No. 19-034-C01, SCAG



**Contract Period:** August 14, 2019 through February 28, 2022

**Project Numbers:** 130-0162B.13 \$75,000  
130-0162B.18 \$7,000

Funding source: Federal Transit Administration (FTA) 5303 funds.

Funding of \$82,000 is available in the FY 2020-2021 Overall Work Program (OWP) budget in project numbers 130-0162B.13 (\$75,000) and 130-0162B.18 (\$7,000).

**Basis for the Amendment:** Staff requires additional data and information informing Task 4.2, and subsequent tasks of the study. Multiple regional stakeholders expressed interest in having this work performed, to supplement Task 4.2 data sources. If this contract amendment does not occur, portions of the Task 4.2 assessment would be relying on sample and/or less complete data sources. This data will provide further information to validate the RTC model simulation.

**Conflict of Interest (COI) Form - Attachment  
For May 6, 2021 Regional Council Approval**

Approve Amendment No. 4 to Contract No. 19-034-C01 with AECOM Technical Services, Inc., to enable the consultant to perform additional rail data collection under Task 4.2 – Trade and Domestic Goods Forecast, increasing the contract from \$844,284 to \$926,284 (\$82,000). 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)?
AECOM (prime consultant)	Yes - form attached
EDR Group (subconsultant)	No - form attached
Cambridge Systematics, Inc.(subconsultant)	No - form attached
AFSHA Consulting (subconsultant)	No - form attached
DB Engineering & Consulting USA, Inc. (subconsultant)	No - form attached
AimTD, LLC (subconsultant)	No - form attached

Attachment: Contract Summary 19-034-C01 Amendment 4 (Contract Amendment Greater than \$75,000, Contract No. 19-034-C01, SCAG

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-034-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: AECOM Technical Services  
Name of Preparer: Lynn Feng  
Project Title: SCAG Integrated Passenger and Freight Rail Forecast  
Date Submitted: 4/21/2021

## SECTION II: QUESTIONS

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

YES      NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES      NO

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

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

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

YES      NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES      NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Date	Dollar Value
Please see attached		
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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) Stephen Polechronis, hereby declare that I am the (position or title) Business Line Unit Leader of (firm name) AECOM Technical Services 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 4/20/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



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

20 April 2021  
\_\_\_\_\_  
Date

**NOTICE**

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

<i>Name</i>	<i>Date</i>	<i>Dollar Value</i>
Blumenfield, Bob - Bob Blumenfield for Assembly	4/15/2008	\$1000
Brown, Art - Friends of Art Brown (ID #902562)	7/9/2004	\$250
Brown, Art - Mayor, Buena Park	12/13/2001	\$250
Brown, Art - Mayor, Buena Park	11/13/2001	\$250
Buscaino, Jose - Jose Buscaino for City Council	3/22/2012	\$500 (PAC)
Cedillo, Gil - Senator Cedillo Officeholder Committee, Carmel, CA	3/5/2008	\$1000 (PAC)
Englander, Mitchell - Mitchell Englander for City Council 2011	10/5/2010	\$500 (PAC)
Garcoetti, Eric - People Who Support Eric Garcoetti (LA Mayor)	3/20/2013	\$25,000
Garcoetti, Eric - LA City Council-Eric Garcoetti	10/5/2009	\$500
Garcoetti, Eric - Friends of Eric Garcoetti	6/1/2009	\$500
Gonzalez, Lena - Lena Gonzalez for City Council 2018, Long Beach	12/12/2017	\$400 (PAC)
Hahn, Janice - Janice Hahn for Congress	8/7/2013	\$1500 (PAC)
Hahn, Janice - Janice Hahn for Congress	4/24/2013	\$1000 (PAC)
Hahn, Janice - Janice Hahn for Congress	7/24/2012	\$1000 (PAC)
Hahn, Janice - Janice Hahn for Congress	6/10/2011	\$5000 (PAC)
Hahn, Janice - Committee to Re-elect Janice Hahn 2009 (LA City Council)	2/11/2009	\$500
Hahn, Janice - Janice Hahn-Lt Governor 2010 Committee	11/13/2009	\$5000
Hahn, Janice - LA City Council	6/15/2001	\$500
Hahn, Janice - LA City Council	2/8/2001	\$500
Huizar, Jose - Jose Huizar Office Holder Account	3/9/2007	\$500 (PAC)
Huizar, Jose - Jose Huizar Office Holder Account	8/2/2006	\$500 (PAC)
Huizar, Jose - Jose Huizar for LA City Council	6/30/2005	\$500
Martinez, Michele - Michelle Martinez for State Assembly	12/21/2011	\$2500
Martinez, Nury - Nury Martinez for School Board	12/17/2008	\$1000
Murray, Kris - Kris Murray for Anaheim City Council	2/16/2010	\$1700
Nelson, Shawn - Shawn Nelson for Supervisor	12/7/2015	\$250 (PAC)
Nelson, Shawn - Shawn Nelson for Supervisor	6/5/2014	\$500 (PAC)
Posey, Mike - Mike Posey for City Council 2018, Huntington Beach	5/8/2018	\$500 (PAC)
Price, Curren - Price for Senate 2014	6/8/2012	\$2000 (PAC)
Richardson, Rex - Rex Richardson for City Council 2018, Long Beach	12/12/2017	\$400 (PAC)
Wesson, Herb - State Assembly	11/8/2001	\$1050

# SCAG CONFLICT OF INTEREST FORM

RFP No. 19-034

## SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: ECONOMIC DEVELOPMENT RESEARCH GROUP, INC.  
Name of Preparer: PETER PLUMEAU  
Project Title: SCAG INTEGRATED PASSENGER & FREIGHT RAIL FORECAST  
RFP Number: 19-034 Date Submitted: JAN. 18, 2019

## 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) PETER E. PLUMBEAU, hereby declare that I am the (position or title) PRESIDENT & CEO of (firm name) ECONOMIC DEVELOPMENT RESEARCH GROUP, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated JAN 18, 2019 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.


1/18/19  
 \_\_\_\_\_  
 Signature of Person Certifying for Proposer Date  
 (original signature required)

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-034-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: Cambridge Systematics, Inc.  
Name of Preparer: James J. Brogan  
Project Title: Integrated Passenger and Freight Rail Forecast  
Date Submitted: 4/21/2021

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES       NO

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

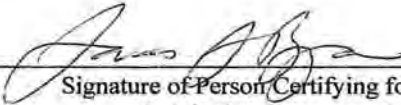
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) James J. Brogan, hereby declare that I am the (position or title) Executive Vice President of (firm name) Cambridge Systematics, 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 4/21/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	_____ 4/21/2021 Date
--	----------------------------

**NOTICE**

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# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-034-C01

## SECTION I: INSTRUCTIONS

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

**Name of Firm:** AFSHA Consulting, Inc.  
**Name of Preparer:** Khatereh Afshar  
**Project Title:** SCAG Integrated Passenger and Freight Rail Forecast  
**Date Submitted:** 04/20/2021

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Khatereh Afshar, hereby declare that I am the (position or title) President of (firm name) AFSHA Consulting, 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 04/20/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<u>Khatereh Afshar</u> Signature of Person Certifying for Proposer (original signature required)	<u>04/20/2021</u> Date
--	---------------------------

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-034-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: DB Engineering & Consulting USA Inc.  
Name of Preparer: Michael Cuthbert  
Project Title: SCAG Integrated Passenger & Freight Rail Forecast  
Date Submitted: April 21, 2021

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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



YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) David Hüffmeier, hereby declare that I am the (position or title) Chief Financial Officer of (firm name) DB Engineering & Consulting USA Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated April 21, 2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Digitally signed by David Hüffmeier  
 DN: cn=David Hüffmeier, o=CFO, ou=DB  
 E&amp;C USA,  
 email=David.d.hueffmeier@deutschebahn  
 .com, c=US  
 Date: 2021.04.21 10:18:45 -07'00'

\_\_\_\_\_  
 Signature of Person Certifying for Proposer

\_\_\_\_\_  
 Date

Clayton S  
 Johanson

(original signature required)  
 Digitally signed by  
 Clayton S Johanson  
 Date: 2021.04.21  
 11:52:17 -05'00'

\_\_\_\_\_  
 Signature (original signature required)

\_\_\_\_\_  
 Date

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-034-C01

## SECTION I: INSTRUCTIONS

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

**Name of Firm:** AimTD LLC  
**Name of Preparer:** Olga Polunin  
**Project Title:** SCAG Rail Forecast  
**Date Submitted:** 04/20/2021

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

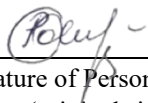
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Olga Polunin, hereby declare that I am the (position or title) President and CEO of (firm name) AimTD LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 04/20/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	_____ 04/20/2021 Date
--	-----------------------------

**NOTICE**

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AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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 Greater than 30% of the contracts original value,  
Contract No. 21-045-C01, Protective Glass Installation, Amendment No. 1

**RECOMMENDED ACTION:**

Approve Amendment No. 1 to Contract No. 21-045-C01 with Taylor Walk Inc., DBA Pacific Office Interiors, to install additional protective glass for staff cubicles in the 900 Wilshire Blvd. Headquarters building to provide a barrier of protection against the spread of COVID-19 and other viruses, increasing the contract from \$80,408 to \$143,215 (\$62,807). 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 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

**EXECUTIVE SUMMARY:**

*To help prevent the possible spread of COVID-19 and other viruses, SCAG hired the consultant to install protective glass for staff cubicles in the 900 Wilshire Blvd SCAG's headquarter building. The consultant has installed the taller cubicle glass in front of staff cubicles for protection when facing one another while standing at their desk. However, the side panel glass for cubicles needs to be added for enhanced protection. The glass protection will make an impact as a value-added resource to SCAG's workplace. This resource will be a model for the best practice of prioritizing continuous safety improvements.*

*This amendment exceeds the 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.*

**BACKGROUND:**

**Staff recommends executing the following Amendment Greater than \$75,000:**



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<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Taylor Walk Inc., DBA Pacific Office Interiors (21-045-C01)	The consultant shall install additional protective glass for staff cubicles in the 900 Wilshire Blvd. headquarters building to strengthen the barrier of protection against the spread of COVID-19 and other viruses	\$62,807

**FISCAL IMPACT:**

Funding of \$62,807 is available in the FY 2020-2021 Indirect Cost Program budget in project number 810-0120.17.

**ATTACHMENT(S):**

1. Contract Summary 21-045-C01 Amendment 1
2. Contract Summary 21-045-C01 Amendment 1 COI

**CONTRACT NO. 21-045-C01 AMENDMENT 1**

**Recommended Consultant:** Taylor Walk Inc., DBA Pacific Office Interiors

**Background & Scope of Work:** On January 29, 2021 SCAG awarded contract 21-045-C01 to Pacific Office Interiors to install protective glass for staff cubicles in the 900 Wilshire Blvd. Headquarters building to provide a barrier of protection against the spread of COVID-19 and other viruses.

The consultant has installed the taller cubicle glass in front of staff cubicles for protection when facing one another while standing at their desk. However, the side panel glass for cubicles needs to be added for enhanced protection.

The Amendment also increases the contract value from \$80,408 to \$143,215 (\$62,807).

**Project’s Benefits & Key Deliverables:** The project’s benefit and key deliverable includes, but are not limited to:

- Providing protective glass for staff cubicles to create a barrier of protection against the spread of COVID-19 and other flu-like viruses.

**Strategic Plan:** Goal #5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

<b>Amendment</b>	Amendment 1	\$62,807
<b>mount:</b>	Original contract value	<u>\$80,408</u>
	<b>Total contract value is not to exceed</b>	<b>\$143,215</b>

This amendment exceeds the 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval.

**Contract Period:** January 29, 2021 through June 30, 2021

**Project Number** 810-0120.17 \$62,807

Funding source: Indirect Cost (IC)

Funding of \$62,807 is available in the FY 2020-2021 Overall Work Program (OWP) budget in project number 810-0120.17.

**Basis for the Amendment:** Pacific Office Interiors is the manufacturer of SCAG office furniture (cubicles and workstations). As such they do not allow any other firms to alter their furniture as doing so would void SCAG warranty on the furniture. Accordingly, Staff awarded a sole source contract to Pacific Office Interiors.

If SCAG does not upgrade the existing furniture, staff would remain vulnerable to COVID-19, flu-like viruses and noise making the return to the office more difficult to staff who occupy cubicles. The additional glass protection will make an impact as a value-added resource to SCAG’s workplace. This resource will be a model for the best practice of prioritizing continuous safety improvements.

**Attachment: Contract Summary 21-045-C01 Amendment 1 (Contract Amendment Greater than 30% of the contracts original value, Contract 21-**



**Conflict Of Interest (COI) Form - Attachment  
For May, 6, 2021 Regional Council Approval**

Approve Amendment No. 1 to Contract No. 21-045-C01 with Taylor Walk Inc., DBA Pacific Office Interiors, to install additional protective glass for staff cubicles in the 900 Wilshire Blvd. Headquarters building to provide a barrier of protection against the spread of COVID-19 and other viruses, increasing the contract from \$80,408 to \$143,215 (\$62,807). 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)?
Taylor Walk Inc., DBA Pacific Office Interiors (prime consultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-045-C01 Amendment 1

## SECTION I: INSTRUCTIONS

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

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

**Name of Firm:** Pacific Office Interiors  
**Name of Preparer:** Eva Eastman  
**Project Title:** SCAG Phase 2  
**Date Submitted:** 4/26/21

## SECTION II: QUESTIONS

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

YES  NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES  NO

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

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

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES  NO

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

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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Eva Eastman, hereby declare that I am the (position or title) Accounts Manager of (firm name) Pacific Office Interiors, 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 4/26/21 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Eva Eastman

4/26/21

\_\_\_\_\_  
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 9  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Contracts \$200,000 or Greater: Contract No. 21-033-C01, Travel Demand  
Model Improvement and Validation

**RECOMMENDED ACTION:**

Approve Contract No. 21-033-C01 in an amount not to exceed \$619,235 with WSP USA, Inc. to improve SCAG's Regional Travel Demand Model. The improved model will be used for the analyses to SCAG's 2024 Region Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*To prepare for the model operation and analyses required for the SCAG's 2024 RTP/SCS, the consultant will provide support to help improve SCAG's Regional Travel Demand Model (Model). The improvements will enhance the Model's capabilities regarding the analysis of future planning strategies.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
WSP USA, Inc. (21-033-C01)	The consultant shall provide support to improve SCAG's Regional Travel Demand Model	\$619,235

**FISCAL IMPACT:**

Funding of \$60,000 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 070-0130B.13. Funding for next fiscal year in the amount of \$300,000 has been included in



the FY 2021-22 OWP budget in Project Number 070-0130B.13, subject to budget approval. Funding for future fiscal years will be requested in FY 2022-23 (\$150,000) and FY 2023-24 (\$110,000), subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 21-033-C01
2. Contract Summary 21-033-C01 COI

**CONSULTANT CONTRACT NO. 21-033-C01**

**Recommended Consultant:**

WSP USA Inc.

**Background & Scope of Work:**

As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for the development and maintenance of a travel demand model for the Southern California region. SCAG uses the model to analyze and estimate the impact that transportation policies have on the regional transportation system. Such modeling efforts, as part of SCAG’s long-range planning, are mandated under federal law and the state’s regional planning guidelines. The purpose of this project is to update/enhance the existing Activity Based Travel Demand Model to analyze various transportation plans, particularly for SCAG’s 2024 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS).

The scope of work entails model framework update, model estimation, software development, model validation (to verify accuracy of the model), and sensitivity testing (testing the model by different transportation policies) which will all enhance SCAG’s Travel Demand model.

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

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

- Providing a comprehensive travel demand model that is capable of analyzing various transportation improvements and policies in support of SCAG’s plans and programs, including the 2024 RTP/SCS;
- Enhancing analysis functions of the SCAG Model for the analysis of land use and transportation strategies;
- Providing SCAG staff technical assistant and software programming support;
- Providing training to SCAG staff on model estimation and validation to enhance staff’s technical and analytical skills; and
- Delivering model software and technical documents.

**Strategic Plan:**

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region: Objective a. Develop and maintain planning models and tools data sets that support innovative plan development, policy analysis and policy implementation, Objective b. Model best practices by prioritizing continues improvement and technical innovation through the adoption of interactive, automated and state-of-art information tools and technologies.

**Contract Amount:**

**Total not to exceed**

**\$619,235**

Note: WSP originally proposed \$629,295, but staff negotiated the price down to \$619,235 without reducing the scope of work.

**Contract Period:**

Notice to Proceed through April 30, 2024

**Project Number(s):**

**070-0130B.13 \$619,235**

Funding of \$60,000 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 070-0130B.13. Funding for next fiscal year in the amount of \$300,000 has been included in the FY 2021-22 OWP budget in Project Number 070-0130B.13, subject to budget approval. Funding for future fiscal years will be requested in FY 2022-23 (\$150,000) and FY 2023-24 (\$110,000), subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 1,385 firms of the release of RFP 21-033 via SCAG’s Solicitation Management System. A total of 41 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation. Staff disqualified one of the proposals because it was non-responsive.

**WSP USA, Inc.**

\$629,295

**Selection Process:**

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

The PRC consisted of the following individuals:

Bayarmaa Aleksandr, Modeler IV, SCAG

Hsi-Hwa Hu, Manager of Modeling and Forecasting, SCAG

Hao Cheng, Transportation Modeling Program Manager, SCAG

Chao Wei, Branch Chief of Travel Forecasting and Analysis, Caltrans District 7

**Basis for Selection:**

The PRC determined that WSP for the contract award because the consultant:

- Is responsive to the solicitation (i.e., met all the requirements);
- Demonstrated thorough knowledge and extensive experience on the development of Activity Based Travel Demand Model for large regions, including Bay Area, New York, and Chicago;
- Demonstrated excellence in the understanding of the project, specifically, the approach for the improvement to both model design and model software; and
- Demonstrated innovative technical approaches, for example, the methodology for new sub-model development.



**Conflict of Interest (COI) Form - Attachment  
For May, 6, 2021 Regional Council Approval**

Approve Contract No. 21-037-C01 in an amount not to exceed \$619,235 with WSP USA, Inc. to improve SCAG Regional Travel Demand Model. The improved model will be used for the analyses to SCAG's 2024 RTP/SCS. 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)?
WSP USA Inc	Yes - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-033

## SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: WSP USA Inc.

Name of Preparer: Laura Unger, Assistant General Counsel, Regulatory Compliance

Project Title: SCAG Travel Demand Model Improvement and Validation

RFP Number: 21-033 Date Submitted: 2/3/2021

## SECTION II: QUESTIONS

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

YES  NO

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

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

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

YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Date	Dollar Value
See Attachment A		

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Sofia Berger, hereby declare that I am the (position or title) SVP, Advisory Principal Director of (firm name) WSP USA Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/3/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



2/3/2021

\_\_\_\_\_  
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.

CANDIDATE	DATE	AMOUNT	Made By
Dennis Michael	10/21/2013	500.00	WSP USA PAC
Dennis Michael	8/28/2014	500.00	WSP USA PAC
Curren Price	4/19/2013	700.00	WSP USA PAC
Curran Price	4/20/2009	200.00	WSP USA PAC
Curran Price	7/20/2011	1,000.00	WSP USA PAC
Alan Wapner	6/4/2014	250.00	WSP USA PAC
Alan Wapner	2/15/2015	1,000.00	WSP USA PAC
Alan Wapner	2/11/2016	1,000.00	WSP USA PAC
Monica Rodriguez	2/22/2017	250.00	WSP USA PAC
Alan Wapner	7/19/2017	1,000.00	WSP USA PAC
Don Wagner	9/12/2019	500.00	WSP USA PAC
Steve Manos	1/16/2020	250.00	WSP USA PAC
Don Wagner	1/29/2020	200.00	WSP USA PAC
Rex Richardson	10/9/2020	250.00	WSP USA PAC



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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

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

**Subject:** Contracts \$200,000 or Greater: Contract No. 21-037-C01, Regional  
Dedicated Transit Lanes Study

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve Contract No. 21-037-C01 in an amount not to exceed \$277,854 with Cambridge Systematics, Inc. to provide services to complete the Regional Dedicated Transit Lanes Study. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The consultant will provide services to complete the Regional Dedicated Transit Lanes Study (Study). The Study will support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal. The Study will identify the key benefits of dedicated bus lanes and the primary factors for successful implementation, provide a preliminary assessment on where dedicated bus lanes might be most feasible and beneficial in the SCAG region, and provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Cambridge Systematics, Inc. (21-037-C01)	The consultant shall provide services to complete the Regional Dedicated Transit Lanes Study.	\$277,854



**FISCAL IMPACT:**

Funding of \$250,000 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 140-0121.09 (FTA 5303 funds) and the remaining \$27,854 is included in the FY 2021-22 OWP budget in Project Number 275-4894.01 (FY22 SB1 Formula funds), subject to budget approval.

**ATTACHMENT(S):**

1. Contract Summary 21-037-C01
2. Contract Summary 21-037-C01 COI

**CONSULTANT CONTRACT NO. 21-037-C01**

**Recommended Consultant:** Cambridge Systematics, Inc.

**Background & Scope of Work:** The consultant shall provide services to complete the Regional Dedicated Transit Lanes Study (Study). The Study will support the development of a regional network of dedicated bus lanes to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal. The Study will identify the key benefits of dedicated bus lanes and the primary factors for successful implementation, provide a preliminary assessment on where dedicated bus lanes might be most feasible and beneficial in the SCAG region, and provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes.

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

- Developing the Stakeholder Engagement Plan;
- Researching and completing the Best Practices and Existing Conditions Report including key benefits of dedicated bus lanes and the primary factors for successful implementation;
- Researching and completing the Corridor Identification and Evaluation Report, including an assessment of where dedicated bus lanes might be most feasible and beneficial in the region; and
- Providing guidance for local jurisdictions that are interesting in piloting or implementing dedicated bus lanes.

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

**Contract Amount:**

<b>Total not to exceed</b>		<b>\$277,854</b>
	Cambridge Systematics, Inc. (prime consultant)	\$166,060
	Nelson\Nygaard Consulting Associates, Inc. (subconsultant)	\$64,215
	Here Design Studio, LLC (subconsultant)	\$47,579

**Contract Period:** Notice to Proceed through June 30, 2022

**Project Number(s):** 140-0121B.09    \$277,854

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

Funding of \$250,000 is available in the FY 2020-21 Overall Work Program (OWP) budget in Project Number 140-0121.09 (FTA 5303 funds) and the remaining \$27,854 is included in the FY 2021-22 OWP budget in Project Number 275-4894.01 (FY22 SB1 Formula funds), subject to budget approval.

**Request for Proposal (RFP):** SCAG staff notified 2,982 firms of the release of RFP 21-037 via SCAG’s Solicitation Management System website. A total of 64 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:



**Cambridge Systematics, Inc. (2 subconsultants)** **\$277,854**

Kimley-Horn & Associates (1 subconsultant) \$265,006

**Selection Process:**

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

The PRC consisted of the following individuals:

Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG

KiHong Kim, Transportation Modeler III, SCAG

Hannah Keyes, Senior Regional Planner, SCAG

Mark Yamarone, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority

Olivia Harris Arant, Associate Transportation Planner, Caltrans District 7

**Basis for Selection:**

The PRC recommended Cambridge Systematics for the contract award because the consultant:

- Provided the best technical approach and demonstrated the best qualifications, for example, their in-depth understanding of transit-related data, its sensitivity and what is needed to conduct the corridor analysis for the study, such as the use of Location-Based Service (LBS) data is innovative. The firm has extensive forecasting and modelling experience and clearly understands the uncertainties of modelling transit-specific metrics, and the proposed solutions to address these issues such as the use of off-model adjustment and the comparison of Activity-based Model (ABM) and Trip-based model (TBM) outputs. The firm's experience with LBS based on their own big data solution (LOCUS), will be helpful to the application of StreetLight data;
- Demonstrated the best project management approach, specifically the coordination between prime and sub-consultants throughout the project cycle, including facilitating strong communication between project staff to ensure issues are identified and addressed proactively;
- Demonstrated the most strategic approach to outreach, specifically their stakeholder engagement included a set of equity indicators to ensure valuable feedback for the study. They proposed a web-based interactive final report which will help ensure recommendations and guidance for implementing dedicated bus lanes are available to local jurisdictions. Further, they identified strategic ways to overcome challenges to building consensus and engaging nontraditional stakeholders through multiple community touch points, utilizing multiple outlets for communications, detailed approaches to community advisory committee meetings, and partnering with community-based organizations for creative and innovative engagement strategies; and
- Provided the best overall value for the level of effort proposed, specifically their average cost per hour is lower than the other proposer.

Although one other firm proposed a lower cost, the PRC did not recommend this firm for contract award because this firm:

- Did not address the key concerns of off-model output in comparison to the ABM. Did not propose a robust technical approach, specifically incorporating the

modelling and forecasting data needed for the study and understanding of potential issues regarding the uncertainties of modelling transit-specific data and how to address them. The firm did not demonstrate the same balanced approach to the qualitative and quantitative data to inform this study; and

- Proposed a stakeholder engagement approach too broad for the SCAG region and a study of this nature. The firm missed the opportunity during the interview to cite specific examples of community engagement experience from previous projects and share relevant indicators.

**Conflict of Interest (COI) Form - Attachment  
For May 6, 2021 Regional Council Approval**

Approve Contract No. 21-037-C01 in an amount not to exceed \$277,854 with Cambridge Systematics, Inc. to provide services to complete the Regional Dedicated Transit Lanes Study. 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)?
Cambridge Systematics, Inc. (prime consultant)	No - form attached
Nelson\Nygaard Consulting Associates, Inc. (subconsultant)	No - form attached
Here Design Studio, LLC (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-037

## SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

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

**Name of Firm:** Cambridge Systematics, Inc.

**Name of Preparer:** James Brogan

**Project Title:** Regional Dedicated Transit Lanes Study

**RFP Number:** 21-037 **Date Submitted:** 2/26/2021

## SECTION II: QUESTIONS

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

YES  NO

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

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

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

YES       NO

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

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

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

**I, (printed full name) James Brogan, hereby declare that I am the (position or title) Executive Vice President of (firm name) Cambridge Systematics, 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 2/25/2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

\_\_\_\_\_  
 Signature of Person Certifying for Proposer (original signature required)      2/25/2021      \_\_\_\_\_  
 Date

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-037

## SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Here Design Studio, LLC (Here LA)  
Name of Preparer: Amber Hawkes, Co-Director  
Project Title: SCAG Dedicated Transit Lanes  
RFP Number: No. 21-037 Date Submitted: 2/18/21

## SECTION II: QUESTIONS

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

YES  NO

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

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

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

YES  NO

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

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

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



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

YES  NO

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


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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Amber Hawkes, hereby declare that I am the (position or title) Co-Director of (firm name) Here Design Studio, LLC (Here LA), and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/18/21 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


2/18/21

---

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

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 21-037

## SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at [www.scag.ca.gov](http://www.scag.ca.gov). The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

**Name of Firm:** Nelson\Nygaard Consulting Associates, Inc.

**Name of Preparer:** Christine Farmer

**Project Title:** Regional Dedicated Transit Lanes Study

**RFP Number:** 21-037 **Date Submitted:** February 18, 2021

## SECTION II: QUESTIONS

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

YES  NO

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

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

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

YES  NO

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

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

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

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

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

**I, (printed full name) Leah Riley, hereby declare that I am the (position or title) Managing Director of (firm name) Nelson\Nygaard Consulting Associates, 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 February 18, 2021 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

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

\_\_\_\_\_  
February 18, 2021  
Date

**NOTICE**

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



AGENDA ITEM 11  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** SCA 2 (Allen) - Public Housing Projects

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Senate Constitutional Amendment (SCA) 2 (Allen, D-Santa Monica) would place a measure on the statewide ballot asking voters if they want to strike Article 34 from the California Constitution. If voters approve the proposition and Article 34 is repealed, cities and counties could more easily pursue public affordable housing projects without first getting approval from a majority of voters within their jurisdiction for the first time since 1950.*

*At its meeting on April 20, 2021, the Legislative/Communications and Membership Committee (LCMC) voted unanimously to forward a "support" position on SCA 2 to the Regional Council.*

**BACKGROUND:**

As part of President Harry Truman's "Fair Deal," he enacted the Federal Housing Act of 1949 to help low-income families move out of slums after the war by expanding public housing. After its passage, a local housing authority in the city of Eureka, California, sought federal funding for a low-income public housing development project. City residents requested that the city ask voters to approve the project, but after the city decided not to do so, the residents took the case to the Supreme Court. The high court ruled that referendum powers only apply to legislation and not administration/executive actions. Thus, local residents could not change the decisions of a local government.

As a result of the controversial situation in Eureka, and in response to the Federal Housing Act of 1949, Californians narrowly approved Proposition 10 in 1950 by a margin of 50.8% to 49.2%, which added Article 34 to the state Constitution. Article 34 requires a majority vote in an election before a city or county develops, constructs, or acquires a publicly funded "low-rent housing project." The State Legislature passed subsequent legislation that clarified Article 34, such as outlining exemptions for specific "low-rent housing projects," such as projects where less than 50% of the units are occupied by low-income families, properties intended to be owner-occupied, projects that seek to renovate existing stock of public housing projects, and various others. Currently, cities that do not comply with Article 34 requirements are barred from receiving state funds. Thus, local jurisdictions typically seek general authority to build a specified number of units anywhere in the city/county.

As California has changed considerably since 1950, there have been multiple attempts to repeal Article 34. The 1971 US Supreme Court Case of *James v. Valtierra* tested the constitutionality of Article 34, but the high court ultimately upheld the language. Further, former Assembly Speaker Willie Brown authored legislation to bring Propositions 15 and 4 on the 1974 and 1980 ballots, respectively, which would have repealed or modified Article 34. However, both propositions failed by a wide margin. More recently, California voters rejected Proposition 198 by a wide margin in 1993, which would have also repealed the article.

The Department of Housing and Community Development (HCD) estimates that California needs more than 200,000 new housing units per year to meet demand. However, less than half of that amount is being built annually in the state. According to Senator Allen, in 2020, California only had an estimated 22 available and affordable housing units for every 100 extremely low-income households. Further, most renters spend more than 30% of their income on housing, and 1/3 spend more than 50% of their income on housing costs. The continued undersupply of housing poses challenges to providing sufficient affordable housing units for low- and moderate-income workers, an issue that the COVID-19 pandemic exacerbated.

Recognizing the need to remove barriers for local jurisdictions to provide more affordable housing, Senator Benjamin Allen authored Senate Constitutional Amendment (SCA) 1 in the 2019-2020 Legislative Session. SCA 1 would have placed a proposition on the ballot to give voters an option to repeal or preserve Article 34. SCA 1 received unanimous votes in various committees and on the Senate Floor, garnered broad support from important housing groups, and received no formal opposition. However, it died in the Assembly after the clock expired on the previous legislative session.

## **SCA 2**

Senator Benjamin Allen introduced SCA 2 on December 7, 2020, the first day of the 2021-22 legislative session. SCA 2 is a re-introduction of SCA 1, as it would place a measure on the statewide

ballot, that if approved by voters, would repeal Article 34. If the California electorate voted in favor of the measure and Article 34 is repealed, cities and counties could pursue any public affordable housing project without first getting approval from a majority of voters in their jurisdiction.

Senator Scott Wiener (D-San Francisco) joined Senator Allen as an author for SCA 2, but the legislation currently does not have any cosponsors. SCA 2 was triple referred to the Senate Committees on Housing, Elections and Constitutional Amendments, and Appropriations. The bill is scheduled for its first hearing in the Senate Housing Committee on April 29, 2021. Lastly, SCA 2 would require a two-thirds vote in both chambers but would not require the governor's signature.

**Prior Committee Action**

Staff presented SCA 2 to the LCMC at its meeting on April 20, 2021, with a recommendation to "support," consistent with the 2021 State Legislative Platform that includes the following point:

- While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

Members of the LCMC voted unanimously to forward a "support" position on SCA 2 to the Regional Council.

**FISCAL IMPACT:**

Work associated with the SCA 2 staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 12  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** SB 9 (Atkins) - Duplex Approvals

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**  
Oppose Unless Amended

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

**EXECUTIVE SUMMARY:**  
*Senate Bill (SB) 9 (Atkins, D-San Diego) would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and would (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels. At its April 20, 2021 meeting, the Legislative/Communications and Membership Committee (LCMC) unanimously voted to forward an "oppose unless amended" position to the Regional Council on SB 9.*

**BACKGROUND:**  
As reported at SCAG’s “California Housing Summit: The Cost of Not Housing,” California has a housing crisis. The crisis affects not only low-income families, but all segments of the population. Since 2000, median household incomes in the State have dropped by eight percent while median rents have increased by 28 percent and home prices have increased by almost 40 percent. These figures are not sustainable and contribute to our region’s dwindling middle class.

Many employers cite housing costs as a major factor in their reasons for leaving California. Younger generations who would have started families in California increasingly look outside of the state to purchase a home and start a family. Their departures deprive the State of the young, skilled workers who could have helped strengthen our economic competitiveness. The COVID-19 pandemic has put additional stress on low- and moderate-income California households as they struggle to afford rent and mortgages amidst job loss and economic stress caused by the pandemic.



One of the major contributors to the housing crisis has been the inability to increase housing supply. Increasing housing production in California has been a top priority of former Governor Jerry Brown, current Governor Gavin Newsom and the State Legislature. Since 2017, dozens of bills have been passed to boost housing production.

Given the continued need to address the housing crisis in California, in February of 2020, Senate President pro Tempore Toni G. Atkins (D-San Diego) charged a group of Senators with identifying solutions. Pro Tem Atkins, along with Senators María Elena Durazo (D-Los Angeles), Lena Gonzalez (D-Long Beach), Mike McGuire (D-Santa Rosa), Richard Roth (D-Riverside), and Susan Rubio (D-Baldwin Park), have been working since then toward identifying legislative ideas that would result in increased housing production.

In December of 2020, Pro Tem Atkins and her colleagues Senators Anna Caballero (D-Salinas), Nancy Skinner (D-Berkeley), and Scott Wiener (D-San Francisco), introduced a Senate Housing Package with many of the members in the working group mentioned above serving as co-authors. This package includes six bills aimed at increasing the production and supply of housing opportunities for Californians. The six bills are as follows:

- SB 5 (Atkins) is a spot bill that establishes the initial framework for a statewide housing bond that would fund the creation of new, affordable housing for homeless and low-income families.
- SB 6 (Caballero) would authorize residential development on existing lots currently zoned for commercial office and retail space such as strip malls or large “big box” retail spaces. The bill requires the development of residential units be at a minimum density to accommodate affordable housing and abide by existing local planning and development ordinances.
- SB 7 (Atkins) would expand and extend the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects under AB 900. The SCAG Regional Council formally supported SB 7 at its March 4, 2021 meeting.
- SB 8 (Skinner) would extend the sunset of the Housing Crisis Act of 2019 (HCA) by five years, to January 1, 2030. The Housing Crisis Act of 2019, also authored by Senator Skinner as SB 330, prohibits down-zoning unless the city or county concurrently up-zones an equal amount elsewhere so that there is no net loss in residential capacity. It also voids certain local policies that limit growth, including building moratoria, caps on the numbers of units that can be approved, and population limits.

- SB 9 (Atkins) would allow landowners to create a duplex or subdivide an existing lot in residential areas and is the main subject of this report.
- SB 10 (Wiener) would allow cities to upzone areas close to job centers, transit, and existing urbanized areas for up to ten units without having to go through the lengthy CEQA process.

Additional information on SB 9 is included below.

### **SB 9**

SB 9 was introduced on December 7, 2020, the first day of the 2021-22 legislative session. The bill is authored by Senate President Pro Tem Toni Atkins, Senators Anna Caballero, Susan Rubio, and Senate Housing Committee Chair Scott Wiener. In addition, Transportation Committee Chair Lena Gonzalez and Senate Government and Finance Committee Chair Mike McGuire are co-authors of the bill.

First, this bill would require a proposed housing development containing no more than two residential units with a single-family residential zone to be considered ministerially, without discretionary review or a hearing of the local agency, if the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, would not require demolition of more than 25% of the existing exterior structural walls (except if a local ordinance allows for a greater amount of demolition or if the site has not been occupied by a tenant in the last three years), would not be located within an historic district or designated as an historic property by a local agency.

Second, SB 9 would require a city or county ministerially to approve a parcel map or tentative and final map for an urban lot split if that proposed action is located within a residential zone, would not require the demolition or alteration of housing that is subject to a recorded covenant or a rent control ordinance, and that the parcel is not located within an historic district or designated as an historic property by a local agency. As an urban lot split, the parcel would have to be in an urbanized area or urban cluster and could not be on prime farmland, wetlands, or on certain other sensitive uses.

By requiring the ministerial approval for the actions described above, the proposed project would no longer be subject to CEQA. CEQA requires a city or county to prepare an environmental impact report on a project that may have a significant impact on the environment, however, CEQA does not apply to the approval of ministerial projects.

The bill would set forth what a local agency can and cannot require in approving an urban lot split, relating to objective zoning standards, objective subdivision standards, and objective design standards, and prohibiting certain standards if those standards would (a) have the effect of

physically precluding the construction of two units on either of the resulting parcels, (b) physically preclude either of the two units from being at least 800 square feet in floor area, (c) prohibit the imposition of setback requirements under certain circumstances, and setting maximum setback requirements under all other circumstances.

Additionally, SB 9 would prohibit a city or county from requiring more than one parking space per unit for either a proposed duplex or a proposed lot split. The bill would further prohibit a city or county from imposing any parking requirements if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop, or if there is a car share vehicle located within one block of the parcel.

SB 9 would prohibit a local agency from imposing an owner occupancy requirement on a lot-split application unless the applicant intends to occupy one of the housing units as her principal residence for a minimum of one year or the applicant is a “qualified nonprofit corporation.” These provisions would sunset on January 1, 2027.

Lastly, Pro Tem Atkins amended SB 9 on April 5, 2021 to clarify that a local agency shall not be required to permit an accessory dwelling unit or junior accessory dwelling unit on parcels that use both ministerial authorities contained within the bill, at the time when the lot split is authorized. In addition, the bill was amended to authorize lot splits to be up to a 40/60 split, instead of two parcels of equal size.

SB 9 was double referred to the Senate committees on Housing and Governance & Finance. The Housing and Governance & Finance committees are chaired by Senator Scott Wiener and Senator Mike McGuire, a principal co-author and author, respectively, of the bill.

SB 9 was passed out of the Senate Housing Committee on April 15, 2021 with at least six votes in support and at least one vote in opposition. Committee Chair Scott Wiener and Senators Caballero, Dave Cortese (D-San Jose), Nancy Skinner, Tom Umberg (D-Garden Grove) and Bob Wieckowski (D-Fremont) voted “aye” and Committee Vice Chair Patricia Bates (R-Laguna Niguel) and voted “no.”

SB 9 was passed out of the Senate Governance and Finance Committee on April 22, 2021 with all five members of the committee, including Committee Chair McGuire and Senators Maria Elena Durazo (D-Los Angeles), Robert Hertzberg (D-Los Angeles), Jim Nielsen (R-Chico), Scott Wiener, supportive. The measure was referred to the Senate Appropriations Committee where any cost implications of the bill will be considered.

As of the April 15, 2021 hearing, the following organizations and agencies had registered their official support or opposition to the bill.

**Support (partial list)**

- Abundant Housing LA
- California Chamber of Commerce
- California Building Industry Association
- Chan Zuckerberg Initiative
- Fieldstead and Company

**Opposition (partial list)**

- AIDS Healthcare Foundation
- California Contract Cities Association
- League of California Cities
- San Gabriel Valley Council of Governments
- Ventura Council of Governments
- The following 60 cities from the SCAG region:  
Azusa, Bellflower, Beverly Hills, Burbank, Camarillo, Carson, Cerritos, Chino, Chino Hills, Cypress, Diamond Bar, Downey, Eastvale, El Segundo, Fountain Valley, Garden Grove, Hesperia, Hidden Hills, Irvine, Irwindale, La Palma, La Verne, Laguna Beach, Laguna Niguel, Lakewood, Lancaster, Lomita, Los Alamitos, Maywood, Menifee, Mission Viejo, Moorpark, Murrieta, Newport Beach, Norwalk, Ontario, Palos Verdes Estates, Paramount, Placentia, Rancho Cucamonga, Rancho Palos Verdes, Rancho Santa Margarita, Redondo Beach, Rolling Hills, Rolling Hills Estates, San Gabriel, San Jacinto, San Marino, Santa Clarita, Santa Monica, Signal Hill, South Pasadena, Stanton, Temecula, Thousand Oaks, Torrance, Ventura, Westlake Village, Whittier, and Yorba Linda.

**Prior Committee Action**

At its April 20, 2021 meeting, Members of the LCMC unanimously voted to forward an “oppose unless amended” position to the RC. Should the RC adopt this LCMC’s recommended position, LCMC Members expressed a desire to engage with the author’s office to recommend significant amendments to SB 9.

**FISCAL IMPACT:**

Work associated with the staff report on SB 9 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 13  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** SB 10 (Wiener) – CEQA Exemption for Up-Zoning up to 10 Units

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support if Amended

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Senate Bill (SB) 10 (Wiener, D-San Francisco) would allow a city or county to pass an ordinance to zone any parcel for up to 10 residential units if the parcel is in a transit-rich area, a jobs-rich area, or an urban infill site.*

*Staff presented SB 10 to the Legislative/Communications and Membership Committee (LCMC) at its meeting on April 20, 2021. With a 10-0-4 vote, the LCMC moved to forward a “support if amended” position to the Regional Council.*

**BACKGROUND:**

Around the state, cities and counties continue to make slow progress in addressing the housing availability and affordability crisis that has been exacerbated by the COVID-19 Pandemic. In Sacramento, Governor Newsom and the Legislature are proposing funding investments in the Fiscal Year 2021-22 Budget and reforms to streamline state housing programs to maximize housing production, while also continuing to support below-market rate housing.

In December 2020, Senate President Pro Tempore Toni Atkins (D-San Diego), along with Senators Anna Caballero (D-Salinas), Nancy Skinner (D-Berkeley), Scott Wiener (D-San Francisco), María Elena Durazo (D-Los Angeles), Lena Gonzalez (D-Long Beach), Mike McGuire (D-Healdsburg), Richard Roth (D-Riverside), and Susan Rubio (D-Baldwin Park), announced the “Building Opportunities for All” Senate Housing Package, which includes six bills—SB 5, SB 6, SB 7, SB 8, SB 9, and SB 10—aimed at

offering housing solutions for Californians. Individually, these bills each address a variety of causes that have contributed to the lack of housing production in the state.

### **SB 10**

Senator Scott Wiener introduced SB 10 on December 7, 2020. This bill would authorize a local government's legislative body to adopt a resolution to zone any parcel for up to 10 units of residential density, if the parcel is in a transit-rich area, a jobs-rich area, or an urban infill site. However, SB 10 excludes parcels located in high or very high fire hazard zones. Additionally, when the local government passes this resolution, it can choose whether individual projects will be ministerial/by right or subject to discretionary approval. SB 10 exempts the zoning action from being considered a project under the California Environmental Quality Act (CEQA). Should a local government adopt a zoning resolution pursuant to SB 10, the legislative body cannot subsequently reduce the density of any parcel subject to the ordinance.

It should be noted that SB 10 allows a local government to override local restrictions on adopting zoning ordinances, including those enacted by a locally approved voter initiative, if it is in a transit-rich area, a jobs-rich area, or an urban infill site. However, a city or county is limited to its own boundaries. A city cannot override a local zoning ordinance that is in place at the county level or vice versa.

SB 10 defines transit-rich as a parcel within one-half mile of a major transit stop or high-quality bus corridor that must have (1) 15-minute peak service in the morning and afternoon on weekdays, (2) 20-minute service on weekday mornings, and (3) 30-minute service on weekends. SB 10 defines urban infill as sites (1) in urbanized areas as designated by the United States Census Bureau, (2) at least 75 percent of the perimeter adjoins to parcels that are developed with urban uses, and (3) has a general plan or zoning designation for residential use or mixed use.

In defining job-rich, SB 10 outlines characteristics of high opportunity tracts but leaves it up to the Department of Housing and Community Development (HCD) and the Office of Planning and Research (OPR) to identify jobs-rich areas and starting in 2023, publish a map of those areas every five years.

SB 10 is cosponsored by President Pro Tempore Atkins and Senator Caballero and Assemblymember Robert Rivas (D-Hollister). The bill was double referred to the Senate Housing Committee and Senate Governance and Finance Committee. On March 18, 2021, SB 10 was heard in the Housing Committee and approved by a vote of 7-1-1, with Chair Wiener and Senators Caballero, Dave Cortese (D-San Jose), McGuire, Rosilic Ochoa Bogh (R-Rancho Cucamonga) Skinner, and Bob Wieckowski (D-Fremont) voting "aye," Vice Chair Patricia Bates (R-Laguna Niguel) voting "no," and Senator Tom Umberg (D-Garden Grove) abstaining from the vote.



The bill was heard in the Senate Governance and Finance Committee on April 22, 2021 and approved by a vote of 4-1, with Chair McGuire, and Senators Durazo, Jim Nielsen (R-Chico), and Wiener voting “aye” and Senator Bob Hertzberg (D-Los Angeles) voting “no.” The measure is now awaiting a hearing in the Senate Appropriations Committee.

<b>Support</b>	<b>Opposition (<i>Highlights</i>)</b>
<ul style="list-style-type: none"> <li>• California YIMBY (Sponsor)</li> <li>• Libby Schaaf- Mayor, City of Oakland</li> <li>• Zach Hilton-City Council Member, City of Gilroy</li> <li>• AARP</li> <li>• Abundant Housing LA</li> <li>• American Planning Association, California Chapter</li> <li>• Association of Bay Area Governments</li> <li>• Bay Area Council</li> <li>• Bridge Housing Corporation</li> <li>• CalChamber</li> <li>• California Apartment Association</li> <li>• California Association of Realtors</li> <li>• California Community Builders</li> <li>• California Rental Housing Association</li> <li>• Chan Zuckerberg Initiative</li> <li>• Circulate San Diego</li> <li>• Council of Infill Builders</li> <li>• East Bay for Everyone</li> <li>• Facebook, INC.</li> <li>• Generation Housing</li> <li>• Greenbelt Alliance</li> <li>• Habitat for Humanity California</li> <li>• Housing Action Coalition</li> <li>• Long Beach Yimby</li> <li>• Los Angeles Business Council</li> <li>• Metropolitan Transportation Commission</li> <li>• Non-profit Housing Association of Northern California</li> <li>• North Bay Leadership Council</li> <li>• Northern Neighbors</li> <li>• Peninsula for Everyone</li> </ul>	<ul style="list-style-type: none"> <li>• A Better Way Forward to House California</li> <li>• Aids Healthcare Foundation</li> <li>• Brentwood Homeowners Association</li> <li>• California Alliance of Local Electeds</li> <li>• California Cities for Local Control</li> <li>• California Labor Federation, AFL-CIO</li> <li>• California Land Title Association</li> <li>• California State Association of Electrical Workers</li> <li>• California State Pipe Trades Council</li> <li>• Citizens Preserving Venice</li> <li>• City of Agoura Hills</li> <li>• City of Beverly Hills</li> <li>• City of El Segundo</li> <li>• City of Hidden Hills</li> <li>• City of Lomita</li> <li>• City of Orange</li> <li>• City of Rancho Palos Verdes</li> <li>• City of Redondo Beach</li> <li>• City of San Dimas</li> <li>• City of Santa Monica</li> <li>• City of Torrance</li> <li>• City of Yorba Linda</li> <li>• Hidden Hill Community Association</li> <li>• Hollywood Knolls Community Club</li> <li>• Hollywoodland Homeowners Association, United Neighborhoods</li> <li>• IBEW Local Union 569</li> <li>• International Union of Elevator Constructors</li> <li>• LA Brea Hancock Homeowners Association</li> <li>• Lakewood Village Neighborhood Association</li> <li>• Latino Alliance for Community Engagement</li> <li>• Los Feliz Improvement Association</li> </ul>

<ul style="list-style-type: none"> <li>• People for Housing - Orange County</li> <li>• San Fernando Valley Yimby</li> <li>• Silicon Valley Community Foundation</li> <li>• South Bay Yimby</li> <li>• South Pasadena Residents for Responsible Growth</li> <li>• Southwest California Legislative Council</li> <li>• United Way of Greater Los Angeles</li> <li>• Urban Environmentalists</li> <li>• Valley Industry and Commerce Association (VICA)</li> <li>• Yimby Action</li> <li>• Yimby Democrats of San Diego County</li> <li>• Zillow Group</li> </ul>	<ul style="list-style-type: none"> <li>• Miracle Mile Residential Association</li> <li>• New Livable California</li> <li>• Northeast Neighbors of Santa Monica</li> <li>• Pacific Palisades Community Council</li> <li>• Santa Monica Coalition for A Livable City</li> <li>• Sherman Oaks Homeowners Association</li> <li>• Sierra Club</li> <li>• South Bay Cities Council of Governments</li> <li>• State Building and Construction Trades Council of Ca</li> <li>• Temecula Valley Neighborhood Coalition</li> <li>• West Pasadena Residents' Association</li> <li>• West Torrance Homeowners Association</li> <li>• Western States Council Sheet Metal, Air, Rail and Transportation</li> <li>• Westside Regional Alliance of Councils</li> <li>• Westwood Highlands Homeowners Association</li> <li>• Westwood Hills Property Owners Association</li> <li>• Westwood Homeowners Association</li> <li>• Westwood South of Santa Monica Blvd. Homeowners Association</li> <li>• Wilshire Montana Neighborhood Coalition</li> <li>• Windsor Square Association</li> </ul>
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**Prior Committee Action**

Staff presented SB 10 to the LCMC at its meeting on April 20, 2021, after which the LCMC voted to forward a support recommendation to the Regional Council by a vote of 10 “yes,” 0 “no,” and 4 “abstain.” SB 10 is consistent with Regional Council-adopted policy and legislative priorities to support CEQA reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.

During the LCMC meeting, SCAG staff proposed amending the section of the bill that refers to determining jobs-rich areas. Currently, SB 10 leaves it up to HCD and OPR to define jobs-rich and publish a map showing these areas, while vaguely referring to engaging “other necessary stakeholders.” SCAG staff proposes to work with the author to amend SB 10 with language that specifically outlines a public engagement process by HCD and OPR to establish a uniform definition of jobs-rich and the methodology to create these maps.





During and after the LCMC meeting, SCAG staff received questions from committee members concerning the provision of SB 10 that would allow a local legislative body to override local restrictions on adopting zoning ordinances enacted by the jurisdiction or local voters. SCAG staff clarified and confirmed with the bill author that SB 10 would in fact give city councils and boards of supervisors this authority. However, it was also clarified that a city would not be able to override a local zoning ordinance established by a county, nor could a county override a local zoning ordinance established by a city. Considering these clarifications, and consistent with the discussion at the April 20, 2021 LCMC meeting, SCAG staff proposes to work with the author on a second amendment to remove the provision of SB 10 that would allow local legislative bodies to override restrictions on zoning ordinances enacted by local voters.

**FISCAL IMPACT:**

Work associated with the staff report on SB 10 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 14  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve up to \$33,272 in annual memberships for the 1) National Association of Regional Councils (\$27,500) and 2) American Public Transportation Association (\$5,772).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*At its April 20, 2021 meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$33,272 in annual memberships for the 1) National Association of Regional Councils (\$27,500); and 2) American Public Transportation Association (\$5,772).*

**BACKGROUND:**

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**Item 1:** National Association of Regional Councils (NARC)  
**Type:** Membership      **Amount:** \$27,500

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

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The annual dues are \$27,500. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG's core responsibilities and mission. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

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**Item 2:** American Public Transportation Association (APTA)

**Type:** Membership      **Amount:** \$5,772

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The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on providing aid to transit agencies in light of the Coronavirus Disease 2019 (COVID-19) pandemic, as well as transportation reauthorization legislation and spending bills.

**FISCAL IMPACT:**

\$33,272 for membership in the National Association of Regional Councils and American Public Transportation Association is included in the approved FY 21-22 General Fund budget.



AGENDA ITEM 15  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Regional Council (RC)  
**From:** Javiera Cartagena, Acting Director of Policy and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** May 2021 State & Federal Legislative Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**STATE**

**Looking Ahead: Legislative Deadlines & Updates in Sacramento**

It has been a busy month since the Legislature reconvened after Spring Recess. This year, 2,489 bills were introduced and the chairs of the various legislative committees are working overtime to hear as many of them as possible.

Committee hearings on bills are happening now. Bills tagged fiscal had to be heard in their respective policy committees by April 30, while bills tagged non-fiscal have to be heard by May 7. The last day policy committees may meet is May 7, after which the Legislature will break for one month.

Further, the Governor will present his May budget revision by mid-May, ramping up the budget process as the Legislature must pass the budget by June 15.

The table below highlights upcoming legislative deadlines:

Date	Deadline
April 30, 2021	Last day for <b>policy committees</b> to meet and report to fiscal committees <b>fiscal bills</b> introduced in their house
May 7, 2021	Last day for <b>policy committees</b> to meet and report to the floor <b>non-fiscal</b>

	<b>bills</b> introduced in their house
<b>May 14, 2021</b>	Last day for policy committees to meet prior to June 7 Deadline for the Governor to release the May Budget Revision
<b>May 21, 2021</b>	Last day for <b>fiscal committees</b> to hear and report to the Floor bills introduced in their house Last day for fiscal committees to meet prior to June 7
<b>June 15, 2021</b>	Deadline for the Legislature to pass the budget bill

**Governor Newsom Signs \$536 Million Wildfire Package**

Last month, Governor Newsom signed SB 85, a \$536 million wildfire package to take preventative measures ahead of this year’s fire season to support wildfire suppression, forest management and build resiliency in communities most prone to wildfire damage. Of the \$536 million, about \$280 million is reserved for forest management, \$200 million for fuel breaks, and \$30 million for community and home hardening.

**Governor Newsom Appoints Assemblyman Rob Bonta as Attorney General**

Governor Newsom appointed Assemblyman Rob Bonta as California Attorney General (AG) in late March to fill the vacancy created after President Biden selected former AG Xavier Becerra to lead the Department of Health and Human Services. Mr. Bonta represented the 18<sup>th</sup> Assembly District, containing the City of Oakland, since 2012, and will be the first Filipino American to serve as the California AG.

**California High-Speed Rail Authority Board of Directors Adopts 2020 Business Plan**

The California High-Speed Rail Authority Board of Directors voted to adopt the 2020 business plan in late March. SCAG submitted one of the 250 total comments that the CHSRA received, offering input on expanding passenger rail in the Southern California region to bring jobs and contribute towards greenhouse gas emissions reductions goals. The CHSRA submitted the plan to the state legislature on April 12, 2021. For more information on the 2020 Business Plan, please click [here](#).

**FEDERAL**

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**DOT Releases Funding Opportunity for the RAISE Grant Program**

On April 13, 2021, the U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. RAISE was formerly known as the Better Utilizing Investments to Leverage Development (BUILD) program under the Trump administration and the Transportation Investment Generating Economic Recovery (TIGER) program under the Obama administration.

\$1 billion will be available for this round of RAISE grants. No more than \$30 million will be awarded to planning grants, of which \$10 million must go toward projects located in or directly benefitting areas of persistent poverty. Consistent with modifications to other transportation grant programs issued by the Biden administration, the most significant changes to selection criteria include an increased focus on climate change, environmental justice, and racial equity. Applications are due July 12, 2021 and RAISE grant award recipients will be announced by November 22, 2021.

### **Community Project Funding (*Earmarks*)**

After banning federal earmarks in 2011, the House of Representatives restarted the process with several reforms. The Senate is expected to do as well, however, guidance has not been issued. After the announcement, SCAG staff immediately began to work with our congressional delegation and submitted two proposals based on their interests and consistency with the agency's adopted legislative platform. First, SCAG is submitting a Highways to Boulevards Regional Study; second, SCAG is submitting a Mobility Wallet Demonstration and Research Study.

#### Highways to Boulevards Regional Study

In the aftermath of last summer's protests on racial injustice, and in the midst of the Coronavirus Disease 2019 (COVID-19) pandemic that disproportionately impacted low-income and communities of color, SCAG's Regional Council adopted a resolution declaring systemic racism a human rights and public health crisis. In so doing, the Southern California region is now taking bold actions to improve equity in the transportation community.

Freeways across the nation have sliced through urban neighborhoods, often displacing Black and Brown communities, and have led to decades of health and wealth inequity. Many of these crumbling urban freeways are reaching the end of their designed lifespans. SCAG proposes a Highways to Boulevards Regional Study to identify and evaluate urban highways within the SCAG region, particularly those intersecting with Environmental Justice Areas, Disadvantaged Communities, and/or Communities of Concern, to identify candidates for conversion to city streets or "capping" projects to better serve residents. The study would offer a path for communities to reknit and may free up additional land for affordable housing or green spaces with complete streets features. Completing a Highways to Boulevards Regional Study would further SCAG's efforts to advance planning that addresses longstanding inequities. Applications for this proposal were submitted to Representatives Pete Aguilar (D-San Bernardino), Karen Bass (D-Los Angeles), Jimmy Gomez (D-Los Angeles), Darrell Issa (R-Temecula), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

Because this is a significant issue in communities across the county, U.S. Senator Alex Padilla introduced the "Reconnecting Communities Act" on April 19, 2021. The proposed legislation would establish three grant programs to help communities identify and replace transportation

infrastructure that creates barriers and exposes residents to unhealthy air quality and safety risks. The bill will likely be rolled into the Senate's version of the surface transportation authorization bill.

#### Mobility Wallet Demonstration and Research Study

SCAG also proposes a Mobility Wallet Demonstration and Research Study. The project will test a smart-phone-based "mobility wallet" app that uses GPS capabilities to assess the travel behavior of participants, and correspondingly debits or credits their pre-assigned travel budgets. While studies to date have demonstrated that usage-based road charging systems can serve as an alternative funding source for states to replace existing fuel taxes, SCAG is also interested in exploring what this could mean at the regional level, understanding the interoperability of such a system to help manage demand and better align with transportation, climate, and air quality goals.

SCAG is interested in testing a variety of pricing models, including a mileage-based road usage fee and a demand-based usage fee (i.e., a flat or varying fee, designed to manage congestion). In general, the demonstration will test incentive structures meant to efficiently manage roadway demand, while raising local transportation revenues. To operationalize this "mobility wallet" concept using smartphone-based app technology, SCAG will identify, consult, and ultimately contract with technology firms on the cutting edge of the road user charging and mobility as a service (MaaS) sectors, through successive request for information (RFI) and request for proposals (RFP). In addition, the planned demonstration will identify and refine best practices related to user data privacy and security and will enroll a participant pool that is representative of the SCAG region's socioeconomic, geographic, and cultural diversity. Applications for this proposal were submitted to Representatives Tony Cárdenas (D-Panorama City), Ted Lieu (D-Los Angeles), Alan Lowenthal (D-Long Beach), and Adam Schiff (D-Burbank).

#### **American Jobs Plan**

On March 31, 2021, President Biden released his infrastructure framework, the American Jobs Plan. The \$2.3 trillion proposal represents an investment of approximately one percent of gross domestic product (GDP) per year for a period of eight years. The plan encompasses sweeping investments in our nation's surface transportation, water, and other infrastructure, making it the most significant federal infrastructure investment in generations. The framework includes \$621 billion for transportation infrastructure and resilience and doubles public transit funding to \$85 billion.

Other provisions include:

- \$111 billion for clean, safe drinking water and upgrade and modernize wastewater and stormwater systems—including replacing 100 percent of the nation's lead pipes and service lines and increasing the Drinking Water State Revolving Fund by \$45 billion;
- \$100 billion for affordable, reliable, high-speed broadband infrastructure; and
- \$213 billion for affordable and low to middle-income housing.



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To pay for the plan, President Biden proposes to increase the corporate tax rate from 21 percent to 28 percent and would levy numerous other tax increases on corporate America, which the White House says would be enough to pay for the spending in the plan over a 15-year period.

**FISCAL IMPACT:**

Work associated with the May 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.





AGENDA ITEM 16  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov  
**Subject:** CFO Monthly Report

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**CFO REPORT UPDATES:**

Work has already begun in preparation for our FY 2020-21 financial audit. Planning meetings have already taken place with our external auditors, Eide Bailly, and interim audit work is scheduled to commence in May.

In effort to continually improve our processes and accountability, a draft policy has been prepared on labor charging. A labor charging policy will provide clear guidance to all staff on expectations and procedures for the accurate and timely reporting of labor costs. Through this policy, SCAG will help ensure the accurate charging of labor costs across active projects, thus facilitating improved project cost management. Further, accountability will be heightened as reviews will be performed by the SCAG Internal Auditor to ensure compliance with the documented policy and procedures. As the next step, this policy will be reviewed by SCAG senior management and then distributed in draft form to staff for review and feedback prior to formal adoption.

**MEMBERSHIP DUES:**

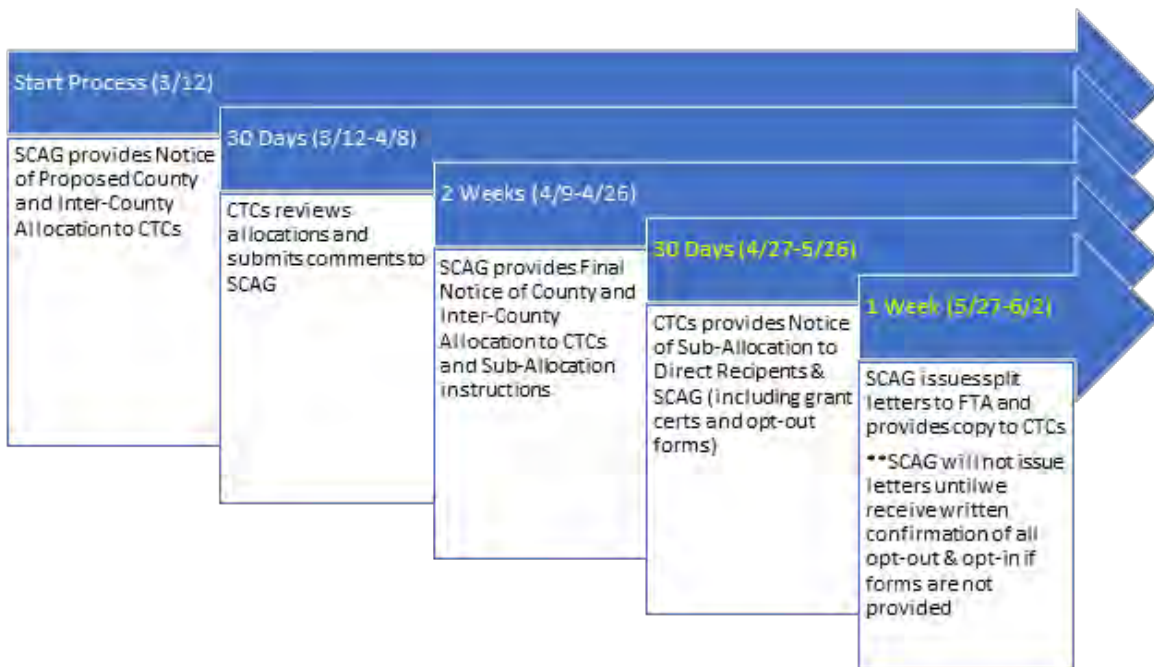
As of April 14, 2021, 181 cities and 6 counties had paid their FY21 dues. This represents 97.80% of the dues assessment. Seven cities have yet to pay their FY21 dues. SCAG continues to actively reach out to all members with outstanding dues.

**BUDGET & GRANTS (B&G):**

Staff is working on the FY 2020-21 3<sup>rd</sup> Quarter OWP Progress Report. This progress report for OWP projects is due to Caltrans on April 30, 2021.

Staff completed the development of the FY 2021-22 Final Comprehensive Budget and OWP. The proposed Comprehensive Budget will be presented to the EAC on May 5, 2021 and the RC on May 6, 2021 for approval.

In March, staff prepared the draft inter-county allocation for FY21 FTA Sections 5337 & 5339 and submitted them to the CTCs for their review and comment. The final inter-county allocations and sub-allocation instructions were released on April 26, 2021 to the CTCs. All related forms are due back to SCAG by the end of May. Below is the flowchart for the FTA Sections 5337 & 5339 Inter-County Allocation process.



**CONTRACTS:**

In March 2021, the Contracts Department issued two (2) Request for Proposals; awarded ten (10) contracts; issued eight (8) contract amendments; and processed 40 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 163 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contract staff negotiated \$354,187 in budget savings, bring the Fiscal Year total to \$1,174,607 in savings.

**Disadvantaged Business Enterprise Program Results:**

SCAG is required to report semi-annually to Caltrans our progress toward meeting Disadvantaged Business Enterprise Program (DBE) goals. Caltrans has an overall DBE goal of approximately 17% for

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contracts funded with FTA5303/5304 or FHWA PL/SP&R (federally funded contracts). SCAG is not required to contribute a specific amount toward the Caltrans goal. However, as shown by the summary of results below, for the reporting period of October 2020 through March 2021, SCAG made a substantive contribution to the established DBE goal:

- We awarded five contracts totaling \$1,040,530 in federal dollars of which \$251,794, or 24.2%, went to four DBEs.
- We had 12 contracts in which we made ongoing (monthly) payments totaling \$286,923 of which \$88,644, or 30.89%, were paid to a DBEs.
- We had six contracts that closed totaling \$2,767,852 of which \$884,687 or 31.96% was paid to DBEs.

**ATTACHMENT(S):**

1. 050621 CFO Charts



# Office of the Chief Financial Officer

## Monthly Status Report

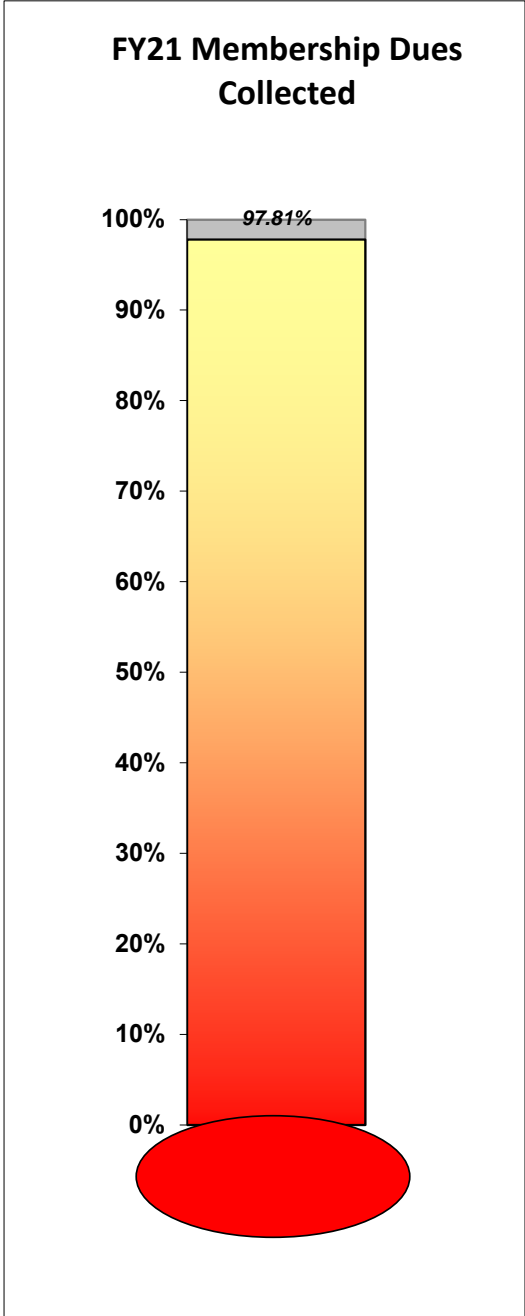
**MARCH 2021**

**OVERVIEW**

As of April 14 2021, 181 cities and 6 counties had paid their FY21 dues. This represents 97.80% of the dues assessment. 7 cities have yet to pay their dues. Three cities are being recruited for

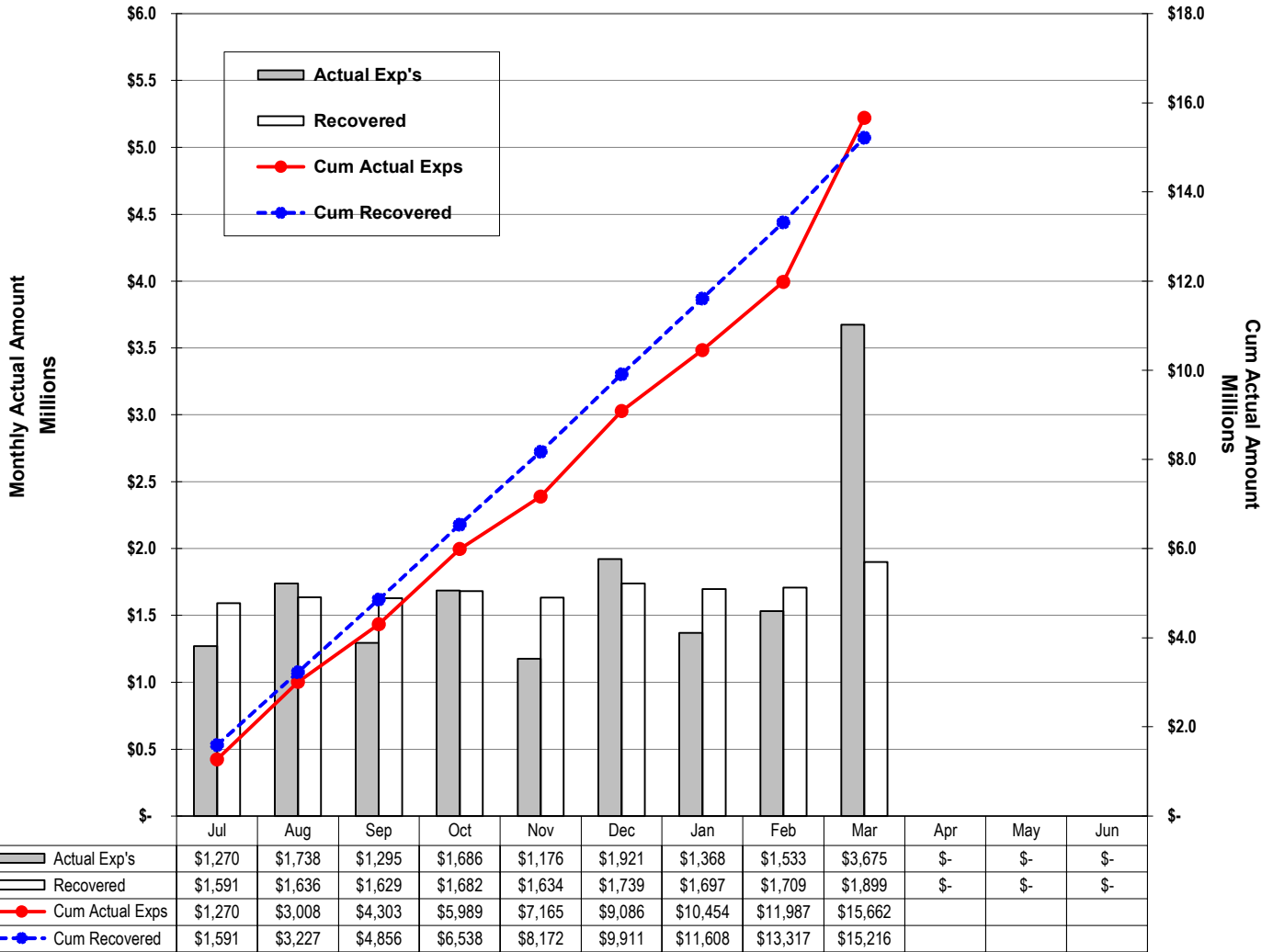
**SUMMARY**

FY21 Membership Dues	<u>\$ 2,172,468</u>
Waivers Exercised	<u>\$ (282,366)</u>
	<u>\$ 1,890,101</u>
 Total Collected	 1,848,650
 Percentage Collected	 <u>97.81%</u>





### FY21 INDIRECT COST & RECOVERY



Attachment: 050621 CFO Charts (CFO Monthly Report)

### OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

### SUMMARY

Through March 2021, SCAG was under-recovered by \$445,766.19 due to overspent Indirect Cost budget. This should correct itself towards the end of the year as these expenditures were built into the FY21 IC rate.



**Office of the CFO**  
Consolidated Balance Sheet

	2/28/2021	3/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 5,660,676	\$ 5,182,212		
LA County Investment Pool	\$ 11,841,940	\$ 9,950,458		
Cash & Investments	\$ 17,502,617	\$ 15,132,670	\$ (2,369,947)	Revenues of \$5.60M and Expenses of \$7.97M both on cash basis.
Accounts Receivable	\$ 14,119,819	\$ 16,890,022	\$ 2,770,203	Billings of \$1.53M to SB1, \$679K to FTA5303, \$374K to FHWA PL, \$291K to REAP, 44K to MSRC and \$82K to miscellaneous grants offset by payments of \$234K from ATP,
Other Current Assets	\$ 2,627,893	\$ 4,133,186	\$ 1,505,293	Net amortization of \$271K in prepaid expenses less IC fund under-recovery of \$1.78M.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	No change.
<b>Total Assets</b>	<b>\$ 39,684,274</b>	<b>\$ 41,589,823</b>	<b>\$ 1,905,550</b>	
	\$ (656,166)			
	\$ (23,416)			
Accounts Payable	\$ (679,582)	\$ (3,116,522)	\$ (2,436,940)	Large \$1.97M invoice pending payment for IT infrastructure.
Employee-related Liabilities	\$ (757,542)	\$ (954,871)	\$ (197,329)	February had 10 unpaid working days while March had 13.
Deferred Revenue	\$ (12,666,098)	\$ (12,647,566)	\$ 18,531	Reclass of GF Def Rev of mostly VCTC US101
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (14,103,221)</b>	<b>\$ (16,718,959)</b>	<b>\$ (2,615,738)</b>	
<b>Fund Balance</b>	<b>\$ 25,581,052</b>	<b>\$ 24,870,864</b>	<b>\$ (710,188)</b>	
<b>WORKING CAPITAL</b>				
	2/28/2021	3/31/2021	Incr (decr) to working capital	
Cash	\$ 17,502,617	\$ 15,132,670	\$ (2,369,947)	
Accounts Receivable	\$ 14,119,819	\$ 16,890,022	\$ 2,770,203	
Accounts Payable	\$ (679,582)	\$ (3,116,522)	\$ (2,436,940)	
Employee-related Liabilities	\$ (757,542)	\$ (954,871)	\$ (197,329)	
<b>Working Capital</b>	<b>\$ 30,185,312</b>	<b>\$ 27,951,299</b>	<b>\$ (2,234,012)</b>	

Attachment: 050621 CFO Charts (CFO Monthly Report)



**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through March 31, 2021

**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	237,765	237,765	85,748	-	152,017	36.1%
2	51001 Allocated Indirect Costs	311,548	311,548	112,312	-	199,236	36.0%
3	54300 SCAG Consultants	327,000	326,306	157,012	158,338	10,956	48.1%
4	54340 Legal costs	100,000	100,000	80,214	19,786	0	80.2%
5	55210 Software	76,400	76,400	12,502	-	63,898	16.4%
6	55441 Payroll, bank fees	15,000	15,000	7,201	7,800	(0)	48.0%
7	55600 SCAG Memberships	116,000	133,400	133,400	0	(0)	100.0%
8	55610 Professional Membership	11,500	11,500	4,755	1,938	4,807	41.3%
9	55620 Res mat/sub	2,000	2,000	1,005	-	995	50.3%
10	55860 Scholarships	36,000	44,000	44,000	-	0	100.0%
11	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
12	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
13	55914 RC General Assembly	611,500	611,500	-	28,281	583,219	0.0%
14	55915 Demographic Workshop	28,000	28,000	-	-	28,000	0.0%
15	55916 Economic Summit	85,000	85,000	46,740	-	38,260	55.0%
16	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
17	55920 Other Meeting Expense	86,500	61,794	2,567	19,633	39,594	4.2%
18	55xxx Miscellaneous other	67,260	67,260	11,771	859	54,630	17.5%
19	55940 Stipend - RC Meetings	195,000	195,000	173,140	-	21,860	88.8%
20	56100 Printing	10,000	10,000	-	-	10,000	0.0%
21	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
22	58101 Travel - local	47,500	47,500	339	-	47,161	0.7%
23	58110 Mileage - local	31,500	31,500	254	-	31,246	0.8%
24	58150 Travel Lodging	13,000	13,000	-	-	13,000	0.0%
25	58800 RC Sponsorships	150,000	150,000	53,213	-	96,787	35.5%
26	<b>Total General Fund</b>	<b>2,683,973</b>	<b>2,683,973</b>	<b>926,172</b>	<b>236,635</b>	<b>1,521,166</b>	<b>34.5%</b>
27				-			
28	Staff & Allocated Fringe Benefits	16,803,872	17,041,524	11,531,293	-	5,510,232	67.7%
29	51001 Allocated Indirect Costs	22,010,306	22,321,594	15,103,687	-	7,217,907	67.7%
30	54300 SCAG Consultants	30,910,906	34,598,379	7,488,973	14,219,749	12,889,656	21.6%
31	54302 Non-Profits/IHL	705,601	1,339,574	312,462	182,701	844,411	23.3%
32	54303 Consultants TC - FTA 5303	6,919,788	6,699,616	802,886	1,317,588	4,579,142	12.0%
33	54340 Legal Services - FTA 5303	50,000	252,316	252,316	(0)	0	100.0%
34	54360 Pass-through Payments	3,031,153	9,191,406	17,518	7,173,888	2,000,000	0.2%
35	55210 Software Support	250,000	266,700	156,105	-	110,595	58.5%
36	55250 Cloud Services	2,122,030	2,133,330	255,379	221,362	1,656,589	12.0%
37	5528x Third Party Contributions	5,569,260	5,672,559	3,165,156	-	2,507,403	55.8%
38	55310 F&F Principal	251,852	251,852	187,739	63,443	670	74.5%
39	55315 F&F Interest	19,237	19,237	15,236	4,001	0	79.2%
40	55320 AV Principal	141,160	141,160	105,148	36,012	0	74.5%
41	55325 AV Interest	4,567	4,567	3,601	966	0	78.9%
42	55415 Off Site Storage	-	9,600	1,076	-	8,525	11.2%
43	55xxx Office Expenses	-	159	159	-	0	100.0%
44	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580 Outreach/Advertisement	50,000	50,000	7,406	21,018	21,576	14.8%
46	55620 Resource Materials - subscrib	610,000	610,000	116,048	6,662	487,290	19.0%
47	55730 Capital Outlay	100,000	300,000	41,165	250,722	8,112	13.7%
48	55810 Public Notices	95,000	95,000	25,285	487	69,229	26.6%
49	55830 Conf. Registration	4,000	4,000	135	2,742	1,123	3.4%
50	55920 Other Meeting Expense	23,250	22,000	-	-	22,000	0.0%
51	55930 Miscellaneous	1,925,394	338,178	250	19,354	318,574	0.1%
52	55931 Misc Labor - TDA	-	1,293,382	-	1,128	1,292,254	0.0%
53	55932 Misc Labor, Future - TDA	-	441,842	-	-	441,842	0.0%
54	55950 Temp Help	-	200,000	95,650	104,350	0	47.8%
55	56100 Printing	17,000	17,000	436	-	16,564	2.6%
56	58xxx Travel	245,466	216,500	-	-	216,500	0.0%
57	59090 Exp - Local Other	877,163	40,011,607	3,182	-	40,008,425	0.0%
58	<b>Total OWP &amp; TDA Capital</b>	<b>92,742,005</b>	<b>143,553,082</b>	<b>39,693,293</b>	<b>23,626,170</b>	<b>80,233,619</b>	<b>27.7%</b>
59				-			
60	<b>Comprehensive Budget</b>	<b>95,425,978</b>	<b>146,237,055</b>	<b>40,619,465</b>	<b>23,862,805</b>	<b>81,754,785</b>	<b>27.8%</b>

**Attachment: 050621 CFO Charts (CFO Monthly Report)**





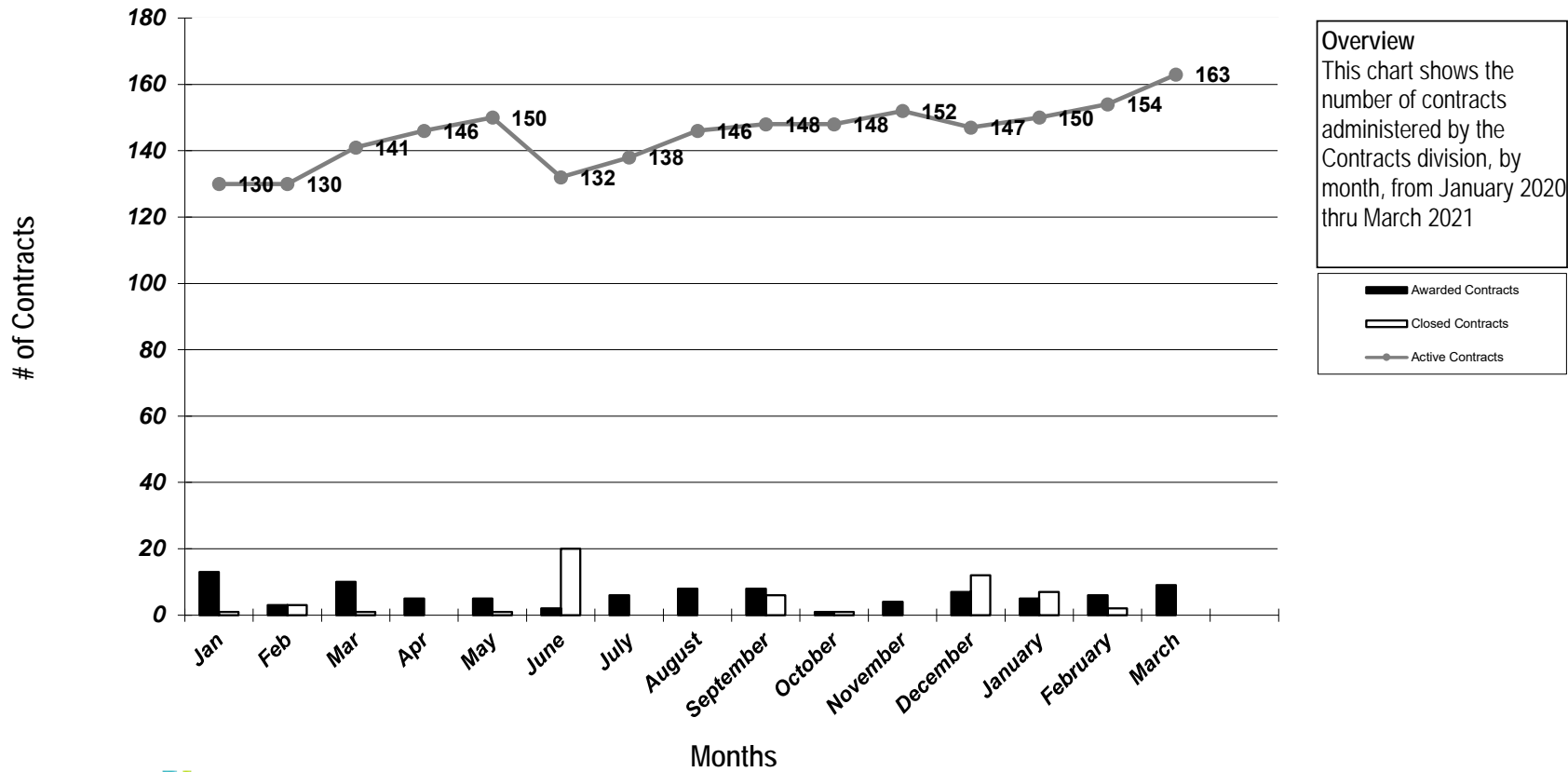
**Office of the CFO**  
*Fiscal Year-To-Date Expenditure Report Through March 31, 2021*

**INDIRECT COST EXPENDITURES**

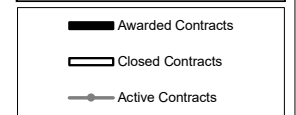
			<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	Regular Staff	6,964,795	5,097,641		1,867,154	73.2%
2	50013	Regular OT	1,000	376		624	37.6%
3	50014	Interns, Temps, Annuity	87,678	87,678		0	100.0%
4	50030	Severance	80,000	-		80,000	0.0%
5	51xxx	Allocated Fringe Benefits	5,573,893	3,708,053	-	1,865,840	66.5%
6	54300	SCAG Consultants	430,957	183,061	245,891	2,006	42.5%
7	54301	Consultants - Other	1,268,000	681,698	586,302	0	53.8%
8	54340	Legal	187,405	187,404	0	0	100.0%
9	55210	Software Support	1,333,100	829,846	50,449	452,805	62.2%
10	55220	Hardware Supp	2,622,200	1,890,301	129,333	602,565	72.1%
11	55240	Repair & Maint Non-IT	21,500	7,556	13,944	(0)	35.1%
12	55270	Software Purchases	1,243	1,243	-	0	100.0%
13	55315	F&F Interest	8,078	6,400	1,679	(1)	79.2%
14	55325	AV Interest	14,111	11,128	2,983	0	78.9%
15	55400	Office Rent DTLA	2,192,805	1,909,805	283,001	(0)	87.1%
16	55410	Office Rent Satellite	260,000	95,275	62,947	101,778	36.6%
17	55415	Offsite Storage	5,000	3,005	1,996	(0)	60.1%
18	55420	Equip Leases	100,000	40,565	30,943	28,492	40.6%
19	55430	Equip Repairs & Maint	1,690	1,690	-	1	100.0%
20	55435	Security Services	100,000	-	51,180	48,820	0.0%
21	55440	Insurance	285,931	276,011	-	9,920	96.5%
22	55441	Payroll / Bank Fees	15,000	8,247	6,753	(0)	55.0%
23	55445	Taxes	5,000	591	2,900	1,509	11.8%
24	55460	Mater & Equip < \$5,000 *	64,000	3,535	-	60,465	5.5%
25	55510	Office Supplies	78,800	13,268	65,532	0	16.8%
26	55520	Graphic Supplies	4,000	-	-	4,000	0.0%
27	55530	Telephone	195,000	127,350	41,998	25,652	65.3%
28	55540	Postage	5,000	190	4,702	108	3.8%
29	55550	Delivery Svc	5,982	5,981	0	0	100.0%
30	55600	SCAG Memberships	92,200	29,924	25,000	37,276	32.5%
31	55610	Prof Memberships	1,500	-	-	1,500	0.0%
32	55611	Prof Dues	1,350	-	-	1,350	0.0%
33	55620	Res Mats/Subscrip	57,100	36,076	6,185	14,839	63.2%
34	55630	COVID Facility Expenses	95,000	4,415	-	90,585	4.6%
35	55700	Deprec - Furn & Fixt	185,000	108,984	-	76,016	58.9%
36	55720	Amortiz - Leasehold Improvements	75,000	55,970	-	19,030	74.6%
37	55800	Recruitment Notices	25,000	16,445	8,554	0	65.8%
38	55801	Recruitment - other	45,000	27,106	2,394	15,500	60.2%
39	55810	Public Notices	2,500	-	-	2,500	0.0%
40	55820	In House Training	30,000	13,500	-	16,500	45.0%
41	55830	Networking Meetings/Special Events	20,000	457	-	19,543	2.3%
42	55840	Training Registration	65,000	47,637	-	17,363	73.3%
43	55920	Other Mtg Exp	2,500	1,000	-	1,500	40.0%
44	55950	Temp Help	133,345	133,345	0	(0)	100.0%
45	55xxx	Miscellaneous - other	71,856	-	-	71,856	0.0%
46	56100	Printing	23,000	8,384	2,000	12,616	36.5%
47	58100	Travel - Outside	-	-	-	0	0.0%
48	58101	Travel - Local	13,300	625	-	12,675	4.7%
49	58110	Mileage - Local	23,500	-	-	23,500	0.0%
50	58120	Travel Agent Fees	3,000	-	-	3,000	0.0%
51		<b>Total Indirect Cost</b>	<b>22,877,319</b>	<b>15,661,765</b>	<b>1,626,664</b>	<b>5,588,890</b>	<b>68.5%</b>

**Attachment: 050621 CFO Charts (CFO Monthly Report)**

## SCAG Contracts (Year to Date)



**Overview**  
This chart shows the number of contracts administered by the Contracts division, by month, from January 2020 thru March 2021



**Summary**

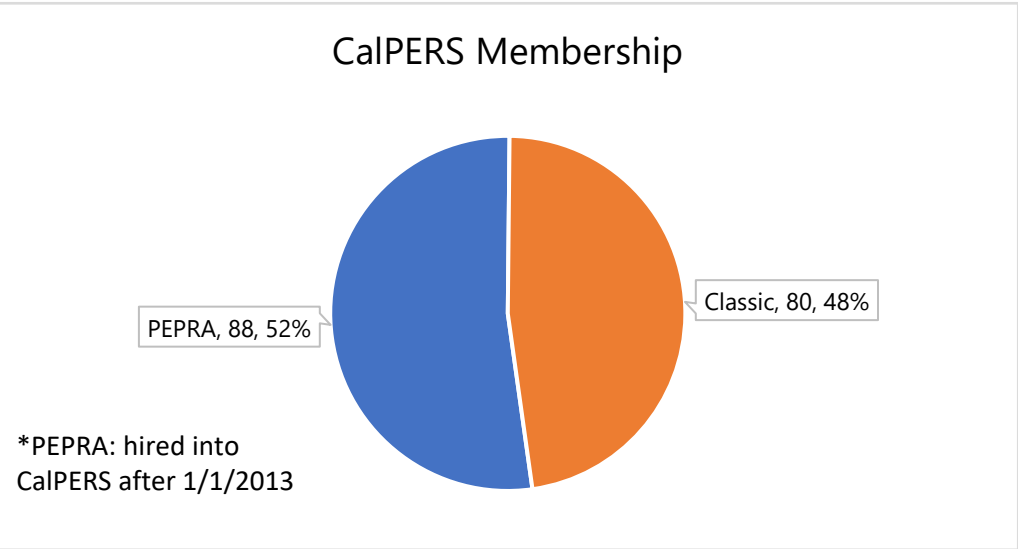
As illustrated on the chart, the Contracts Department is currently managing a total of 163 contracts. Forty-seven (47) are Cost Plus Fee contracts; seventy-eight (78) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-eight (38) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately fifteen (15) additional contracts for FY 2020-21. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

# CFO Report

As of April 1, 2021

## Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
<b>Executive Office</b>	10	8	2	0	0	0	<b>8</b>
<b>Human Resources</b>	7	5	2	0	0	0	<b>5</b>
<b>Legal Services</b>	3	2	1	0	0	0	<b>2</b>
<b>Finance</b>	27	24	3	1	0	0	<b>25</b>
<b>Information Technology</b>	27	23	4	0	0	0	<b>23</b>
<b>Policy &amp; Public Affairs</b>	21	20	1	0	0	0	<b>20</b>
<b>Planning &amp; Programs</b>	91	86	5	2	2	12	<b>102</b>
<b>Total</b>	<b>186</b>	<b>168</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>185</b>



Attachment: 050621 CFO Charts (CFO Monthly Report)

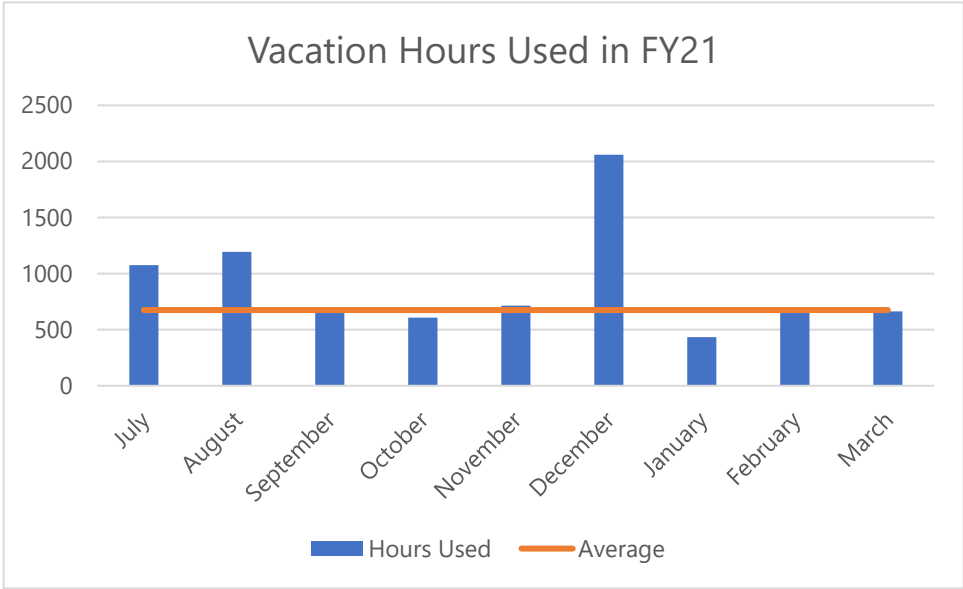
# CFO Report

As of April 1, 2021

## Vacation Update

### Vacation Usage

	Hours Used	Cost
<b>Total</b>	8104.49	\$ 528,557.38
<b>Average</b>	71.72	\$ 4,677.50
<b># of Staff</b>		113
<b>% of Staff</b>		67.26%



### Vacation Cash Out Pilot Program Usage

	Hours Used	Cost
<b>Total</b>	1100	\$ 77,507.20
<b>Average</b>	39.29	\$ 2,768.11
<b>Lowest</b>	20	\$ 1,352.40
<b>Highest</b>	40 (max)	\$ 5,568.40
<b># of Staff</b>		28
<b>% of Staff</b>		16.67%

Attachment: 050621 CFO Charts (CFO Monthly Report)



AGENDA ITEM 17  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 6, 2021

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

**From:** Jenna Hornstock, Deputy Director of Planning  
(213) 630-1448, hornstock@scag.ca.gov

**Subject:** Inclusive Economic Recovery Strategy - Summary and Draft  
Recommendations

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*To implement SCAG Resolution No. 20-623-2 (regarding racial and social equity) and President Rex Richardson’s FY2020-21 Work Plan, SCAG staff has developed the Inclusive Economic Recovery Strategy (IERS) using the President’s work plan phases of Listen, Convene, Catalyze. Early phases of listening and data collection occurred between July and December 2020 and culminated in the 2020 Economic Summit on December 1, 2020. Staff convened 20 focus groups from February – April 2021 to learn about ongoing efforts across the region and identify priorities and areas where SCAG can be most effective and impactful. Staff also continued to seek out best practices and data through a partnership with the UC Riverside Center for Social Innovation. Findings and draft recommendations were brought to the SCAG Economist Bench, the Global Land Use and Economics (GLUE) Council as well as the stakeholders that participated in the convenings. This report provides a summary of the IERS development process and the draft recommendations for Regional Council review and discussion. More detail on the findings is included in Attachment 2. The draft recommendations in this report are more extensive than SCAG will be able to deliver and are offered as a starting place for prioritization of SCAG’s work program on economic recovery as well as a set of ideas for partners to consider in their work programs. With additional feedback, staff will finalize a more detailed report and web resource with related appendices. The final report and prioritized recommendations will be brought to the Regional Council in Summer 2021.*

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**BACKGROUND:****IERS – Work Plan and Methodology**

The IERS was developed to deliver on President Rex Richardson’s 2020-21 Work Plan and also as an early activity of the Racial Equity Early Action Plan. The document was developed through a 4-month work plan structured around the three work phases outlined in the 2020-21 work plan, of ***listen, convene, catalyze***. It builds on listening sessions and data collection produced between July and December 2020, including the Briefing Book for SCAG’s 2020 Economic Summit as well as SCAG’s recently published *Racial Equity: Baseline Conditions Report*. SCAG staff was supported by the consultant firm of Estolano Advisors, with additional research and support from the UC Riverside (UCR) Center for Social Innovation, and with review and feedback from the Special Committee on Equity and Social Justice, the SCAG Economist Bench, and the GLUE Council. Staff also conducted an extensive literature review, a summary of which is being produced by the UCR team and will be made available through a web resource.

**Baseline Data**

SCAG relied on several data points to develop the guiding principles for the IERS. The data came from the National Equity Atlas, SCAG’s recently published *Racial Equity: Baseline Conditions Report*, the Briefing Book from SCAG’s 2020 Economic Summit (prepared by SCAG’s Economic Advisors) and the 2021 State of California Governor’s budget proposal. The final IERS report will include a more detailed data report. This summary document offers some key data points:

- From the *National Equity Atlas*, SCAG considered data in ten-year increments from 1980 – 2017, disaggregated by race and by county. Key findings are that:
  - While the disparity in unemployment between the White population and People of Color (POC) has shrunk, the unemployment rate for POC is still 38% higher;
  - For all races, the percentage of Working Poor has increased in the SCAG region between 1980 (6.83%) to 2017 (11%); People of Color are Working Poor at rates 3 times as high as the White population; and
  - Workers of color make nearly \$10 less per hour (\$17) than their white counterparts (\$26), equating to a nearly \$20,000 deficit in pre-tax revenue.
- From the 2020 Economic Summit Briefing book and a subsequent update in February 2021:
  - One year into the pandemic, unemployment is starting to shrink – however it is higher in the SCAG region (10.7%) than the State (9.2%) and the country (6.8%) as a whole;
  - Lower income SCAG residents saw higher employment losses and will experience a slower recovery; and
  - The SCAG region recovered 704,400 jobs between April 2020 and January 2021.
- From the State of CA Governor’s budget:
  - The income gap has grown faster in CA than in the country as a whole;

- The richest Californians have seen record wealth gains in 2020; and
- Those that already work paycheck to paycheck have been hit hardest by the pandemic.

### Convenings

SCAG 20 convenings of stakeholders to learn about existing efforts across the region, identify priorities and generate ideas for SCAG's role in promoting an inclusive economic recovery, including:

- 1) **Large and Small Employers** – grouped by region
- 2) **Developers** – urban and infill, affordable and market rate, commercial and residential
- 3) **Community Based Organizations (CBO)** that work on economic and community development
- 4) **Foundations** whose mission includes community and economic development
- 5) **Labor Unions and their partners**
- 6) **Workforce training/education/development** – academic and training institutions
- 7) **Municipal entities** that work on economic development, such as Economic Development Corporations, economic development departments
- 8) **Councils of Government**
- 9) **Financial sector** – include banks and CDFIs/intermediaries
- 10) **GLUE Council** – SCAG's Global Land Use and Economics Council

In addition, SCAG conducted a survey of these organizations and received 94 responses. A summary of the survey findings is provided as Attachment 1.

Feedback was also sought from SCAG's Special Committee on Equity and Social Justice, as well as the Community Economic and Human Development Committee (CEHD). This summary also incorporates SCAG's Energy and Environment Committee's feedback related to economic development in connection to SCAG's January 2021 Climate Change Action Resolution.

### IERS Guiding Principles and Focus Areas

Based on the data, literature review, input from SCAG's Executive Team and consultants, the IERS identified **5 guiding principles** to drive its work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on **racial and gender equity**; focus on **reducing the racial wealth gap**;
2. Focus on **rebuilding the middle class** with **high road employment**;
3. Ensure that all strategies contribute to a **climate ready region**;
4. Tailor strategies to the needs of both **industry sectors** and **geographic subregions**; and
5. Bring **new and diverse voices to the table**.

Findings and recommendations are organized across **5 focus areas which are interconnected and equally important**; after holding the convenings and assessing the findings, the transportation and infrastructure focus areas were grouped together:

1. **Housing Production and Preservation**– support housing production and preservation of existing naturally occurring affordable housing, both to provide a range of housing for households at all income levels, as well as support an economic generator for high quality jobs.
2. **Transportation** – identify projects of regional significance that are ready to move forward and will create equity-ready jobs, increase access for communities of color, and improve the jobs/housing balance in the region.
3. **Infrastructure** – identify projects or strategies of regional significance that are ready to move forward, promote sustainability and will create equity-ready jobs.
4. **Sector Based Strategies** – identify top needs of growth sectors that provide the greatest opportunities for middle class, family supporting jobs and “future proofing” the economy.
5. **Human Capital** – identify the intersectional issues that create opportunities for economic mobility, such as job training/education, childcare, public and mental health, access to capital and affordable housing; support the “complex adaptive coalitions” necessary to achieve economic mobility.

### **Findings and Recommendations**

The findings and recommendations are organized by the focus areas.

#### **Findings**

The findings reflect summaries of what was heard in 20 convenings, and in feedback from SCAG’s Special Committee on Equity and Social Justice, SCAG staff, SCAG’s CEHD Committee and the GLUE Council. As such, these findings are not meant to be exhaustive of all factors that relate to economic recovery but reflect what we heard through the “listen and convene” process. A detailed list of the findings is provided in Attachment 2, which is a standalone document summarizing the findings and draft recommendations for the IERS. Below is a list of themes in which the findings were categorized, for each focus area.

- (1) Housing Production and Preservation – key themes of the findings:
  - The need for more production and preservation, generally
  - Land Use and Zoning
  - Diversity and Inclusion in delivery of housing
  - Financing
- (2) Transportation and Infrastructure – key themes of the findings:
  - Organize to support investments in Transportation and Infrastructure
  - Infrastructure needed to support economic growth



- Digital Divide
  - Sustainable infrastructure
- (3) Sector-Based Strategies – key themes of the findings:
- Target growing family-supporting “middle wage” jobs and “future proofing” our workforce
  - Regulatory reform
  - Entrepreneurship and Small Business Support
- (4) Human Capital
- Childcare
  - Workforce Development
  - Education
  - Broader Access to Resources

### Recommendations

The recommendations were generated in response to the findings and best practices research, and are organized into 3 categories:

- SCAG is actively pursuing with existing resources
- SCAG can pursue through partnerships and with additional resources (funding and/or staff)
- Additional recommendations where SCAG could partner

As a reminder, the draft recommendations are more extensive than SCAG will be able to deliver and are offered as a starting place for prioritization of SCAG’s work program on economic recovery as well as a set of ideas for partners to consider in their work programs. Items listed in the discussion below with a “P” are intended to be noted as top priorities.

### ***Focus Area: Housing Production and Preservation***

- **Category 1: SCAG is actively pursuing with existing resources (*REAP program*) – all priority recommendations**
  - Invest in subregional efforts to expand local capacity and increase housing production through technical assistance and training on use of CEQA Streamlining tools and other ministerial approval options. Facilitate peer learning across municipalities about best practices in coordinating review and approval by various departments and create more transparency in the review and approval process.
  - Support efforts to create regional financing strategies and funding sources for affordable housing for low- and moderate-income renters.
  - Partner with local philanthropy on the Call for Collaboration program to grow CBOs’ capacity to educate and engage community about housing land use planning. As part of this,

- 
- SCAG should regularly convene CBOs working on housing issues to stay apprised of key upcoming policy developments.
- Launch a communications initiative that conveys the value and importance of sustainable, equitable housing. This could be an effort similar to SCAG’s Go Human campaign.
  - Provide training and education to local elected officials, department staff and other community stakeholders to promote understanding of the challenges and opportunities for sustainable and equitable housing development.
  - Support regional efforts to streamline, design and finance development of accessory dwelling units (ADUs), including facilitating policy sharing across jurisdictions to create greater consistency.
  - Establish or partner in a Housing Innovation Lab that explores new policies and models for accelerating housing production and approaches to delivering both for sale and affordable housing more efficiently.
- **Category 2: SCAG can pursue through partnerships and with additional resources (funding and/or staff)**
    - P: Convene financial sector, CDFI and other partners to explore opportunities to expand homeownership for lower income communities and communities of color, including production, financing and identifying barriers to ownership; within this effort, explore alternative approaches to building wealth through ownership, including community land trusts, tenants in common and other models.
    - P: Advocate for new and increased federal and state funding for acquisition and rehabilitation of existing at-risk affordable housing.
      - Work with member jurisdictions to access state and federal weatherization and energy efficiency retrofit funds and target investments to low-income households to reduce their electricity bills, improve public health outcomes, and reduce GHG emissions. Prioritize inland communities frequently experience extreme heat waves.
- **Category 3: Additional recommendations where SCAG could partner**
    - Convene leaders in residential development, workforce, and community development to coordinate and grow a pipeline of racially and ethnically diverse affordable and market rate housing developers. Further investigate the barriers experienced by developers of color in growing their project portfolios and revenue to determine how SCAG can support this industry via policy advocacy.
    - Invest in capacity building for General Contractors and subcontractors owned by people of color so that they are better equipped to win and complete projects with larger developers.
    - Work with local governments to develop a toolkit of meaningful equity- and inclusion-focused benefits that developers can provide and be guaranteed certain project benefits (e.g., expedited processes).
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**Focus Areas: Transportation and Infrastructure**

- **Category 1: SCAG is actively pursuing with existing resources**
    - P: Develop a Broadband Action Plan to lead and support regional efforts in bridging the digital divide.
    - P: Develop a regional blueprint for zero emissions medium- and heavy-duty truck charging infrastructure that can inform local and subregional infrastructure investment and development and identify areas for regional coordination and support.
    - P: Advance the adoption of zero-emission heavy- and medium-duty vehicles through SCAG's Last Mile Freight Program.
    - P: Identify priority transportation and infrastructure projects across the region that will invest in and directly benefit low-income, communities of color. Advocate for funding at the state and federal level to have targeted hiring and job quality standards written into the policy so that project funding creates middle-class jobs.
    - P: Identify funding to support subregional and local efforts to study and implement EV infrastructure, with an emphasis on investing in infrastructure that specifically meets the needs of low-income communities. In the near-term, work with state policy makers to ensure that the ~\$1.5 billion included in Governor Newsom's budget is invested equitably to benefit communities that stand to gain the most, and leverage existing advocacy efforts like the Transportation Electrification Partnership led by the Los Angeles Cleantech Incubator.
    - P: Support active transportation and first/last mile connections as a priority for connecting communities to jobs and economic opportunities, as well as for reducing GHG emissions. Continue and expand efforts of the Go Human Campaign, Sustainable Communities Program and Active Transportation Working Group to support and provide funding to local agencies, with an emphasis on projects designed to benefit underserved communities, including those with youth, older adults, and people with disabilities.
    - P: Using resources from the REAP program, advocate for infrastructure development tools to facilitate housing production and economic growth in Priority Growth Areas, as defined in the Connect SoCal plan.
  
  - **Category 2: SCAG can pursue through partnerships and with additional resources (funding and/or staff)**
    - Pursue funding for a study on upgrading the region's energy grid to meet increasing demand and identify policy solutions for addressing equity impacts.
    - Identify brownfield remediation projects that stand to transform communities in ways that align with the Connect SoCal plan's goals; identify funding sources for brownfield remediation and provide cities and subregions with technical assistance in preparing clear and compelling funding applications.
    - Support local agencies in seeking federal infrastructure funding to deliver safe, clean drinking water to underinvested communities across the region. Water infrastructure
-

investments will better prepare the region to be climate-ready and meet its future water needs. Prioritize support and investments to tribal communities, Colonias in Imperial County, and other high-need communities.

***Focus Area: Sector Based Strategies***

- **Category 1: SCAG is actively pursuing with existing resources**
  - P: Boost local efforts to foster industry clusters, such as the Inland Empire’s burgeoning technology and innovation ecosystem or LA County’s bioscience ecosystem by offering support on funding applications and convenings and advocating for supportive policies and funding.
  - P: Augment municipalities’ capacity to apply for and secure federal funding for local projects, such as EDA grants. Non-governmental partners are reliant on local governments to be lead partners in pursuing grants, but due to limited capacity and divergent priorities within local government lead agencies, community-oriented projects are left with funding gaps. SCAG can help to organize funding pursuits in the region and be an engaged government partner.
    - Convene CDFIs and other financial investors to share ideas and best practices for increasing access to capital for entrepreneurs of color. Example: UMA’s Pathways to Patient Capital highlights the Boston Ujima Project and the Build Institute in Detroit (<https://www.urbanmfg.org/wp-content/uploads/2019/07/UMA-Pathways-to-Patient-Capital-Final-1.pdf>)
  - P: Lift up examples of industry leaders who have implemented effective diversity/equity/inclusion business practices, including best practices in incorporating curriculum about diversity, equity, and inclusion-focused business practices into entrepreneurship and small business training programs and best practices for achieving diversity goals within incubator and accelerator portfolios. Encourage industry leaders to adapt and apply these best practices to their own policies and procedures. This will help businesses grow inclusive cultures early on in their company history.
    - Example: LACI is recruiting more businesses founded by women and people of color, and incorporating DEI modules into their start-up trainings. LACI is also thinking about how to leverage the technology that is coming out of its portfolio companies so that it can benefit communities who need it the most.
  - P: Identify top regulatory reform recommendations for the State of California and work with partners to seek legislative solutions.
  - P: Work with local jurisdictions and industry leaders to develop a Priority Agricultural Lands (PAL) Program to implement Connect SoCal’s agricultural lands conservation strategies.
- **Category 2: SCAG can pursue through partnerships and with additional resources (funding and/or staff)**

- P: Become a source of regional data that can support and inform policies around economic development, and in particular align with the data needs identified in the March 2021 report of the State’s Future of Work Commission.
- o Develop subregional studies on growth sectors that support middle skills jobs as well as “future proofing” the economy, through both data and convenings, and include recommendations for supporting those sectors as well as identifying workforce development and training needs, best practices and subregional-specific partners.
- o Convene a collaborative of hospitals and universities to diversify their supply chain and grow economic opportunities for minority- and women-owned businesses. Partner with private funders, such as UniHealth Foundation, to support implementation.
- o CASE STUDY: Evergreen Cooperatives (Ohio)
- o Example: an early-stage effort is UCSF’s Anchor Institution Initiative (<https://anchor.ucsf.edu/>) (Supplier Diversity Program: <https://supplychain.ucsf.edu/supplier-diversity-program>)
- o Convene local agency procurement departments to discuss best practices and implementation in procedures and policies that reduce or eliminate barriers to small, women, and minority owned businesses. Work with local partners to create a shared set of certification and contracting templates and materials. Identify funding for jurisdictions to migrate to a common platform.
- o Produce county-level economic analyses to determine the local economic impact of racial and gender inequality. The publications can be used to inform community benefits agreements with private sector employers and developers.

***Focus Area: Human Capital***

- **Category 1: SCAG is actively pursuing with existing resources**

- P: Join the state in advocating for a federal jobs guarantee. This will allow government to serve as a back-stop in case industry does not create high quality jobs to meet its workforce needs. This is in alignment with the State's March 2021 Future of Work report.
- P: Bring greater awareness of workforce development resources (including youth training programs, ETP funds and various community college programs) for employers.
- o Work with transit agencies to facilitate the adoption of the US Employment Plan to create high road local jobs through future equipment and supply procurement. Example: Metro’s use of USEP on eight contracts since 2011 (<https://jobstomoveamerica.org/resource/u-s-employment-plan-2/>).

- **Category 2: SCAG can pursue through partnerships and with additional resources (funding and/or staff)**

- 
- P: Support the State’s effort to develop a California Job Quality Index (JQI) by serving as the lead data and research partner for the Southern California region.
- Facilitate regional coordination to ensure the region’s childcare industry is prepared to utilize federal funding being provided through the American Rescue Plan Act. Partner with organizations like Low Income Investment Fund (LIIF) to expand the childcare industry’s capacity and advocate for supportive policies. (<https://www.liifund.org/news/post/23-million-dedicated-to-child-care-relief/>)
  - Work with the construction trades and the developer/building industry to identify best practices in construction apprenticeships and training programs and facilitate expansion/application of these practices in housing, transportation and infrastructure projects.
- **Category 3: Additional recommendations where SCAG could partner**
    - Working with key partners such as workforce development organizations, economic development corporations and community colleges, provide awareness building and technical assistance to local and county governments to establish job training and placement programs that connect residents from low-income neighborhoods to public sector jobs.
      - CASE STUDY/Example: WERC PLACE Program  
(<https://werctraining.org/currentprograms/>)
    - Identify state and federal level opportunities to advocate for updates to critical workforce development funding guidelines to address challenges experienced by workforce program administrators. Advocacy should seek to expand youth eligibility for criteria to include current students, ensure that funding can be used for various outreach and advertising activities that are key to reaching target populations, and expand the type of wrap services and supports program participants can receive during and after training.
    - Conduct targeted engagement to better understand the unique needs of Indigenous communities in Southern California and work with philanthropic and public sector partners to address the communities’ identified needs.

#### NEXT STEPS

Staff will take feedback from the Regional Council and will publish the draft IERS for public comment. Additional feedback will be sought from the GLUE Council at its June meeting. This feedback will be used to generate a prioritized list of recommendations, to be coupled with a more expansive final report. Staff will also create a dedicated IERS landing page on the SCAG website that will include a summary of the resources identified through this process, a sortable bibliography of the literature review and a list of key organizations working on economic development across the region. The final prioritized recommendations of the IERS will be brought to the Regional Council for consideration in Summer 2021.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2020-21 Overall Work Program (055-1531.01, So Cal Economic Growth Strategy).

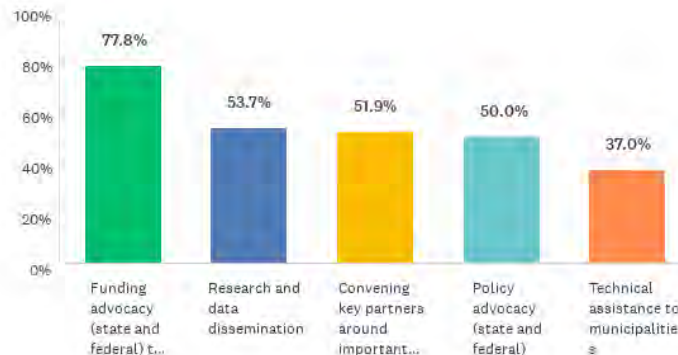
**ATTACHMENT(S):**

1. Stakeholder Survey – Summary of Findings
2. Inclusive Economic Recovery Strategy – Summary of Findings and Draft Recommendations
3. PowerPoint Presentation: Inclusive Economic Recovery Strategy for the SCAG Region – Summary and Draft Recommendations

SCAG Inclusive Economic Recovery Strategy  
Stakeholder Survey High-level Overview

- The survey received a total of 94 responses.
- The top three sectors of the stakeholders are 1) Nonprofit Advocacy with 32 respondents (34%), 2) Local Government with 25 respondents (26.6%), and 3) Other with 14 respondents spanning across higher education, transportation, tribal government, and other types of non-profit organizations (14.9%).
- The distribution of the 94 respondents' service areas are as follows:
  - Los Angeles (51%)
  - Orange (28.7%)
  - Riverside (27.7%)
  - San Bernardino (24.5%)
  - Ventura (22.3%)
  - Imperial (9.6%)
  - In addition to the counties listed above, four (4) respondents indicated that they also serve Santa Barbara County. Six (6) other respondents answered that they provide services to other regions in California or global clients.
- When asked what is needed in their industries to help close the disparities in economic outcomes, the surveyed stakeholders ranked “more funding for key investments” and “accessible funding” to be the top two most needed resources.
  - Participating stakeholders ranked “shared job quality standards for the industry” and “accessible and diversified supply chains” the lowest in terms of their importance in helping achieve equality.
- A total of 54 respondents answered Question 11, which asked which of SCAG’s five levers are most important for their work. Most of the respondents (77.8%) considered “funding advocacy that guides investments” to be most important. “Technical assistance to municipalities” is ranked as the least important lever in their work.

Q11 Listed below are SCAG's five primary levers of influence. Which ones do you consider to be most important for your work? (Select all that apply)



- Question 16 asked the stakeholders whether they participated in at least one of the SCAG’s IERS Convenings held in February and March 2021. Among the 53 respondents who answered the question, 22 people attended at least one of the convenings and the other 31 people indicated that they did not attend the convenings.



## Inclusive Economic Recovery Strategy (IERS) Summary of Findings and Draft Recommendations

### Overview

This document is an overview of SCAG's approach to developing the Inclusive Economic Recovery Strategy, provides a complete list of the findings from SCAG's outreach efforts, and offers a list of draft recommendations for consideration. The recommendations are more extensive than SCAG will be able to deliver and are offered as a starting place for prioritization of SCAG's work program on economic recovery as well as a set of ideas for partners to consider in their work programs.

### Methodology

The IERS has been developed by following the approach laid out in President Richardson's FY20/21 Work Plan, of *Listen, Convene, Catalyze*. Staff conducted an extensive literature review, including best practices from across the country, and held 20 convenings of more than 230 stakeholders, including:

- 1) **Large and Small Employers** – grouped by region
- 2) **Developers** – urban and infill, affordable and market rate, commercial and residential
- 3) **Community Based Organizations** that work on economic and community development
- 4) **Foundations** whose mission includes community and economic development
- 5) **Labor Unions and their partners**
- 6) **Workforce training/education/development** – academic and training institutions
- 7) **Municipal entities** that work on economic development, such as Economic Development Corporations, economic development departments
- 8) **Councils of Government**
- 9) **Financial sector** – include banks and CDFIs/intermediaries
- 10) **GLUE Council** – SCAG's Global Land Use and Economics Council

In addition, stakeholders were provided a written survey, and 94 responses were received.

Feedback was also sought from SCAG's Special Committee on Equity and Social Justice, as well as the Community, Economic and Human Development Committee (CEHD). This summary also incorporates SCAG's Energy and Environment (EEC) Committee's feedback related to economic development in connection to SCAG's January 2021 Climate Change Action Resolution.

### Baseline Data

SCAG relied on several data points to develop the guiding principles for the IERS. The data came from the National Equity Atlas, SCAG's recently published *Racial Equity: Baseline Conditions Report*, the Briefing Book from SCAG's 2020 Economic Summit and the 2021 State of California Governor's budget proposal. The final report will include a more detailed data report. For this summary document key data points are provided below:

- From the National Equity Atlas, SCAG considered data points from 1980 – 2017, disaggregated by race and by county. Key findings are that:

**Inclusive Economic Recovery Strategy (IERS)  
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- While the disparity in unemployment between the White population and People of Color (POC) has shrunk, the unemployment rate for POC is still 38% higher;
- For all races, the percentage of Working Poor has increased in the SCAG region between 1980 (6.83%) to 2017 (11%); People of Color are Working Poor at rates 3 times as high as the White population; and
- Workers of color make nearly \$10 less per hour (\$17) than their white counterparts (\$26), equating to a nearly \$20,000 deficit in pre-tax revenue.
- From the 2020 Economic Summit Briefing book and a subsequent update in February 2021:
  - One year into the pandemic, unemployment is starting to shrink – however it is higher in the SCAG region (10.7%) than the State ( 9.2%)and the country (6.8%) as a whole;
  - Lower income SCAG residents saw higher employment losses and will experience a slower recovery; and
  - The SCAG region recovered 704,400 jobs between April 2020 and January 2021.
- From the State of CA Governor’s budget:
  - The income gap has grown faster in CA than in the country as a whole;
  - The richest Californians have seen record wealth gains in 2020; and
  - Those that already work paycheck to paycheck have been hit hardest by the pandemic.

**Guiding Principles and Focus Areas**

The IERS identified **5 guiding principles** to drive its work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on **racial and gender equity**; focus on **reducing the racial wealth gap**;
2. Focus on **rebuilding the middle class** with **high road employment**;
3. Ensure that all strategies contribute to a **climate ready region**, both in mitigation of climate-impacts and adaptation to climate hazards;
4. Tailor strategies to the needs of both **industry sectors** and **geographic subregions**; and
5. Bring **new and diverse voices to the table**.

Findings and recommendations are organized across **5 focus areas which are interconnected and equally important**; after holding the convenings and assessing the findings, the transportation and infrastructure focus areas were grouped together:

1. **Housing Production** – support housing production both to provide a range of housing for households at all income levels, as well as an economic generator for high quality jobs.
2. **Transportation** – identify projects of regional significance that are ready to move forward and will create equity-ready jobs, increase access for communities of color, and improve the jobs/housing balance in the region.
3. **Infrastructure** – identify projects or strategies of regional significance that are ready to move forward, promote sustainability and will create equity-ready jobs.

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- 4. **Sector Based Strategies** – identify top needs of growth sectors that provide the greatest opportunities for middle class, family supporting jobs and “future proofing” the economy.
- 5. **Human Capital** – identify the intersectional issues that create opportunities for economic mobility, such as job training/education, childcare, public and mental health, access to capital and affordable housing; support the “complex adaptive coalitions” necessary to achieve economic mobility; support the “complex adaptive coalitions” necessary to achieve economic mobility.

**Findings and Recommendations**

The findings are based on the outreach for this effort, and recommendations are organized by the focus areas.

**Findings:** The findings reflect summaries of what was heard in 20 convenings, and in feedback from SCAG’s Special Committee on Equity and Social Justice, SCAG staff, SCAG’s CEHD Committee, discussion at SCAG’s EEC regarding the recently adopted Climate Change Action Resolution and the GLUE (Global Land Use and Economics) Council. As such, these findings are not meant to be exhaustive of all factors that relate to economic recovery but reflect what we heard through the “listen and convene” process.

**Recommendations:** The draft recommendations were generated in response to the findings and best practices research, and are organized in a matrix, across two sets of axes:

- 1. Axis 1: Recommendations for Action are organized into 3 categories:
  - a. SCAG is actively pursuing with existing resources;
  - b. SCAG can pursue through partnerships and with additional resources (funding and/or staff); and
  - c. Additional recommendations where SCAG could partner.
- 2. Axis 2: This organizes the recommendations across the five (5) “levers” that SCAG brings to the table: (1) Data; (2) Policy and Advocacy; (3) Convenings; (4) Technical Assistance; and, in more limited areas, (5) Funding.

As a reminder, these draft recommendations are more extensive than SCAG will be able to deliver and are offered as a starting place for prioritization of SCAG’s work program on economic recovery as well as a set of ideas for partners to consider in their work programs.

\*\*\*\*\*

**FOCUS AREA: HOUSING PRODUCTION**

**Findings:**

- Housing Production (and preservation)
  - Lack of affordable housing, particularly in the mid-range housing, is shared concern across stakeholder groups. Some emphasized the importance of producing new and preserving

**Inclusive Economic Recovery Strategy (IERS)  
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- existing affordable housing near jobs centers, and other noted the importance for developing affordable housing across the region to avoid further concentrating poverty.
- We need wealth building tools for communities that have historically been excluded from the benefits and opportunity of home ownership. Connecting people to home ownership is one way, but it is not enough to close the ever-growing gap. In the meantime, public subsidy would be helpful to support low-income families access home ownership.
    - More attention and investment need to go into community land trusts, as a way to build community wealth and identify alternative approaches to ownership housing.
  - SCAG should support acquisition and rehabilitation of existing affordable housing stock to prevent loss of this existing scarce resource or tenant displacement.
  - Housing production is partially challenged because housing is a net fiscal loss for municipalities; it does not generate sufficient taxes or resources needed to service it (infrastructure, fire/life safety, etc.). SCAG should help cities quantify the fiscal cost of not producing housing.
  - New housing infrastructure needs to include climate-ready strategies to minimize the potential loss of housing units stemming from climate-related hazards, including sea level rise, wildfires, landslides, extreme flooding, extreme heat, and drought, among others.
  - The economic costs of not addressing climate hazards in the context of housing supply will heavily impact local governments; instead, climate-adaptive housing strategies can generate economic benefits for communities.
- Land Use/Zoning
    - There is an opportunity for economic justice organizations and housing justice organizations to work more closely together to advocate for mixed-use zoning and other land use patterns that link housing and jobs centers in close proximity. Similarly, housing must have access to high quality transit.
    - There is a need to streamline the housing development process, particularly creating transparency in the approval processes and through CEQA streamlining and reform.
    - The proliferation of single family (and some rental properties) becoming short term rentals impacts housing availability and affordability.
    - There is a need to understand, discuss and study the complexities of balancing housing production, sustainability and land conservation goals (i.e. conserving land for agriculture and other natural resources) including the economic benefits and climate impacts of natural and working lands.
    - Land use and zoning is an important tool for local jurisdictions to lessen the risks and costs from climate-related hazards on residents and housing, especially as it relates to building in areas at risk for wildfires.
    - Delivery of housing should be considered in the context of climate hazards, since residents in disadvantaged communities will be disproportionately impacted.
  - Diversity and Inclusion in Delivery of Housing

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- The real estate development and financing industries sorely lack diversity. The property management division of many development companies are diverse, but there is a disconnect in linking more people to higher-earning careers in development.
- Housing construction is an opportunity to support local contractors and jobs in construction, as well as during operations. Housing developers must be intentional about hiring local, community-based business and service providers for contracting needs (e.g., security, landscaping, preventative maintenance).
  - While there is interest in having better equity outcomes in contracting and jobs, the transaction costs of identifying qualified contractors and workers become a barrier to a project's implementation.
- Financing
  - There are some serious barriers and challenges in securing the capital stack needed for affordable housing projects. In particular, LIHTC is becoming increasingly competitive and has restrictive net worth requirements for a developer, which can exclude historically marginalized developers from fully participating in the field.
  - There is a general need for more financing for delivery of rental and ownership housing, at all levels of affordability (moderate to extremely low income).
- Other
  - The link between housing and health is gaining traction outside the advocacy realm. Residential developers are beginning to work with hospitals to develop housing that is responsive to promoting healthy living.

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

<b>FOCUS AREA: HOUSING PRODUCTION</b>	<b>SCAG's 5 LEVERS FOR ACTION</b>				
	Data	Policy Advocacy	Convenings/Presentation	Technical Assistance	Funding
<b><i>SCAG is actively pursuing with existing resources - the Regional Early Action Plan (REAP) program</i></b>					
Invest in subregional efforts to expand local capacity and increase housing production through technical assistance and training on use of CEQA Streamlining tools and other ministerial approval options. Facilitate peer learning across municipalities about best practices in coordinating review and approval by various departments and create more transparency in the review and approval process.			X	X	X
Support efforts to create regional financing strategies and funding sources for affordable housing for low and moderate income renters.		X	X	X	X
Partner with local philanthropy on the Call for Collaboration program to grow CBOs' capacity to educate and engage community about housing land use planning. As part of this, SCAG should regularly convene CBOs working on housing issues to stay apprised of key upcoming policy developments.			X	X	X
Launch a communications initiative that conveys the value and importance of sustainable, equitable housing. This could be an effort similar to SCAG's Go Human campaign.	X	X	X		X
Provide training and education to local elected officials, department staff and other community stakeholders to promote understanding of the challenges and opportunities for sustainable, equitable and climate adaptive housing development.			X	X	X
Support regional efforts to streamline, design and finance development of accessory dwelling units (ADUs), including facilitating policy sharing across jurisdictions to create greater consistency.	X		X	X	X
Establish or partner in a Housing Innovation Lab that explores new policies and models for accelerating housing production and approaches to delivering both for sale and affordable housing more efficiently.			X		X

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

<b>FOCUS AREA: HOUSING PRODUCTION</b>					
Recommendations	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b><i>SCAG could pursue with partners and additional resources</i></b>					
Convene financial sector, CDFI and other partners to explore opportunities to expand homeownership for lower income communities and communities of color, including production, financing and identifying barriers to ownership; within this effort, explore alternative approaches to building wealth through ownership, including community land trusts, tenants in common and other models.	X		X		
Advocate for new and increased federal and state funding for acquisition and rehabilitation of existing at-risk affordable housing	X	X	X		
Work with member jurisdictions to access state and federal weatherization, home hardening, and energy efficiency retrofit funds to reduce health risks from climate-related hazards (e.g. extreme heat, wildfires, sea level rise). Target investments to low-income households and residents in disadvantaged communities to reduce their electricity bills, improve public health outcomes, increase resilience, and reduce GHG emissions. Prioritize inland communities, who are most at risk for extreme heat health impacts.				X	X
Support efforts to include climate ready strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards, including sea level rise, wildfires, landslides, extreme flooding, extreme heat, and drought, among others.		X	X		X
Evaluate the economic costs of not addressing climate hazards in the context of housing supply for the region, including insurance, public health, and loss of life impacts, and tabulate the economic benefit of climate-adaptive housing strategies (including land use and zoning strategies)	X			X	
Understand, discuss and study the complexities of balancing housing production, sustainability and land conservation goals (ie conserving land for agriculture and other natural resources), including the economic benefits and climate impacts of natural and working lands.	X			X	
Recommendations	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b><i>Additional Recommendations where SCAG could partner</i></b>					
Convene leaders in residential development, workforce, and community development to <b>coordinate and grow a pipeline of racially and ethnically diverse affordable and market rate housing developers.</b>					
Further <b>investigate the barriers experienced by developers of color</b> in growing their project portfolios and revenue to determine how SCAG can support this industry via policy advocacy. Example: National Equity Fund (NEF) launched a \$100 million Emerging Minority Developers Fund to provide developers of color with technical assistance and capital to support affordable housing development, with particular attention to accessing LIHTC financing. In addition, LIIF may have a similarly targeted fund coming online soon.	X	X	X		
<b>Invest in capacity building for GCs and subcontractors</b> owned by people of color so that they are better equipped to win and complete projects with larger developers.		X	X	X	X
Work with local governments to <b>develop a toolkit of meaningful equity- and inclusion-focused benefits that developers can provide and be guaranteed certain project benefits</b> (e.g., expedited processes).		X	X	X	

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

**FOCUS AREA: TRANSPORTATION AND INFRASTRUCTURE**

**Findings:**

- Investments in Transportation and Infrastructure
  - SCAG’s Connect SoCal identifies \$638 billion in transportation investments that rely heavily upon fuel and sales tax revenues that continue to be greatly impacted by COVID-19.
  - Stakeholders encouraged SCAG to aggressively organize the region and pursue funding through Federal stimulus and various State programs targeting infrastructure and transportation.
- Infrastructure to support economic growth
  - In more rural and industrial areas flexible transit options like on-demand service need to be part of the solution.
  - Advocates, labor leaders, and real estate developers noted that complete streets investments provide workers more safe and affordable options for accessing job opportunities. In addition to benefiting the region’s workforce, complete streets and transit investments benefit the region’s youth and aging populations, and contributing to reducing GHG emissions.
  - Goods movement represents a disproportionate share of transportation emissions, requiring an aggressive strategy to deploy zero-emissions technologies that will reduce harmful emissions, particularly in low-income communities.
  - Climate adaptation and mitigation infrastructure has a net economic benefit, both in terms of job creation and for workforce development in transitioning to a greener economy.
  - Energy generation in the power sector is an important aspect of climate mitigation and adaptation; local agencies have an important role to play to promote resilience and reduce costs from future stressors and shocks to the grid.
- Digital Divide: Workforce, philanthropic, and small business stakeholders highlighted that the digital divide is a critical, top priority to address.
  - Many stakeholders noted that the digital divide extends beyond broadband infrastructure to also include lack of access to devices and low levels of digital literacy, which during the COVID-19 pandemic were barriers to workers looking for job opportunities and resources and posed challenges for small businesses in accessing much-needed financial resources and vital online marketplaces.
- Other:
  - To increase climate infrastructure conversations and investments to be successful, advocates are eager to see greater multi-agency collaboration (e.g., public works, legal, transportation, sustainability) within and across jurisdictions.
  - Considering society is transitioning to increasingly rely on electricity, it is important for policy-makers to ensure that low-income communities are not overburdened by high-cost energy. This is critical.



**Inclusive Economic Recovery Strategy (IERS)  
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FOCUS AREA: TRANSPORTATION AND INFRASTRUCTURE	SCAG's 5 LEVERS FOR ACTION				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b>Recommendations</b>					
<b><i>SCAG is actively pursuing with existing resources</i></b>					
Develop a <b>Broadband Action Plan</b> to lead and support regional efforts in bridging the digital divide.	X	X	X	X	
Develop a regional blueprint for zero emissions medium- and heavy-duty truck charging infrastructure that can inform local and subregional infrastructure investment and development, provide climate mitigation opportunities, and identify areas for regional coordination and support.	X		X		
Advance the adoption of <b>zero-emission heavy- and medium-duty vehicles through SCAG's Last Mile Freight Program.</b>		X	X		X
<b>Identify priority transportation and infrastructure projects</b> across the region that will invest in and directly benefit low-income, communities of color. <b>Advocate for funding at the state and federal level to have targeted hiring and job quality standards written into the policy</b> so that project funding creates middle-class jobs.	X	X			
Identify <b>funding to support subregional and local efforts to study and implement EV infrastructure</b> , with an emphasis on investing in infrastructure that specifically meets the needs of low-income communities. In the near-term, work with state policy makers to ensure that the ~\$1.5 billion included in Governor Newsom's budget is invested equitably to benefit communities that stand to gain the most, and leverage existing advocacy efforts like the Transportation Electrification Partnership led by the Los Angeles Cleantech Incubator.		X	X	X	X
<b>Support active transportation and first/last mile connections as a priority</b> for connecting communities to jobs and economic opportunities, as well as for reducing GHG emissions. Continue and expand efforts of the GoHuman Campaign, Sustainable Communities Program and Active Transportation Working Group to support and provide funding to local agencies, with an emphasis on projects designed to benefit underserved communities, including those with youth, older adults, and people with disabilities.			X	X	X
Using resources from the REAP program, advocate for infrastructure development tools to <b>facilitate housing production and economic growth in Priority Growth Areas</b> , as defined in the Connect SoCal plan.	X	X	X	X	X
<b>Recommendations</b>	<b>Data</b>	<b>Policy Advocacy</b>	<b>Convenings/ Presentations</b>	<b>Technical Assistance</b>	<b>Funding</b>
<b><i>SCAG could pursue with partners and additional resources (staff and funding)</i></b>					
Pursue funding for a study on upgrading the region's energy grid to meet increasing demand, promote regional resilience, reduce our region's greenhouse gas consumption, and identify policy solutions for addressing equity impacts.	X	X	X		
<b>Identify brownfield remediation projects that stand to transform communities</b> in ways that align with the Connect SoCal plan's goals. Identify funding sources for brownfield remediation and provide cities and subregions with technical assistance in preparing clear and compelling funding applications.	X	X	X	X	
Support local agencies in <b>seeking federal infrastructure funding to deliver safe, clean drinking water to underinvested communities across the region.</b> Water infrastructure investments will better prepare the region to be climate-ready and meet its future water needs. Prioritize support and investments to tribal communities, Colonias in Imperial County, and other high-need communities.		X	X	X	

**Inclusive Economic Recovery Strategy (IERS)  
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**FOCUS AREA: SECTOR BASED STRATEGIES**

**Findings:**

- Growing family-supporting “middle wage” jobs
  - Subregional partnerships are working to transform low-wage growth sectors to provide higher wage job opportunities. These industries can be shaped and repositioned towards better paying models. This work would benefit from SCAG’s role in supporting local efforts and facilitating partnerships.  
Example: Inland Empire Growth and Opportunity is an initiative focused on identifying growth industries, such as logistics and supply chain, and how they can be improved to create better equity and environmental outcomes.
  - Employers are frustrated that even when paying a living wage (\$17/hr. for a single individual in Ventura County), their lowest-earning employees still cannot afford to rent a nearby unit, let alone become homeowners.
  - Several stakeholders raised that Southern California needs to reinvest in growing its manufacturing sector.
  - The in-home and direct care industry is an example of a high demand industry that continues to have low wages.
- Regulatory Reforms
  - Stakeholders expressed concern that businesses are choosing to relocate or expand their operations outside of California, due to the state’s higher taxes, regulatory requirements and limited incentives.
- Entrepreneurship and Small Business Support
  - The unique needs and barriers of workers and entrepreneurs in the informal economy are often overlooked when policies and programs are being crafted. In the instances where these individuals are eligible for support and resources, the process to obtain the resources is overly-complicated and discouraging.
  - Local chambers and small business assistance surfaced the need for diversity, equity, inclusion training and resources available for small businesses, to grow their understanding of the issues and strategies to advance these principles as an employer.
  - Small, women and minority owned businesses struggle to compete for government contracts that can become a path to business growth. Along these same lines, there are examples of anchor institutions that are committing to diversifying and expanding their supply chain (Cedars Sinai is one example).
- Agricultural Production: Some stakeholders stressed the importance of preserving land for agricultural and other conservation purposes, for increased food security, job creation and general sustainability purposes. Others expressed concern about the conflict between preservation and increased housing production and other economic growth needs. SCAG’s Connect SoCal identified that implementation of identified agricultural conservation strategies could preserve 8,700 more acres of productive agricultural land and \$23 million more in agricultural production value than “business as usual” strategies.

**Inclusive Economic Recovery Strategy (IERS)  
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FOCUS AREA: SECTOR BASED STRATEGIES	SCAG's 5 LEVERS FOR ACTION				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b>Recommendations</b>					
<b><i>SCAG is actively pursuing with existing resources</i></b>					
<b>Boost local efforts to foster industry clusters, such as the Inland Empire’s burgeoning technology and innovation ecosystem or LA County’s bioscience ecosystem</b> by offering support on funding applications and convenings, and advocating for supportive policies and funding.		X		X	
<b>Augment municipalities’ capacity to apply for and secure federal funding for local projects</b> , such as EDA grants. Non-governmental partners are reliant on local governments to be lead partners in pursuing grants, but due to limited capacity and divergent priorities within local government lead agencies, community-oriented projects are left with funding gaps. SCAG can help to organize funding pursuits in the region and be an engaged government partner.		X		X	
<b>Convene CDFIs and other financial investors to share ideas and best practices for increasing access to capital</b> for entrepreneurs of color. Example: UMA’s Pathways to Patient Capital highlights the Boston Ujima Project and the Build Institute in Detroit ( <a href="https://www.urbanmfg.org/wp-content/uploads/2019/07/UMA-Pathways-to-Patient-Capital-Final-1.pdf">https://www.urbanmfg.org/wp-content/uploads/2019/07/UMA-Pathways-to-Patient-Capital-Final-1.pdf</a> )			X		
Lift up examples of <b>industry leaders who have implemented effective diversity/equity/inclusion business practices</b> , including best practices in incorporating curriculum about diversity, equity, and inclusion-focused business practices into entrepreneurship and small business training programs and best practices for achieving diversity goals within incubator and accelerator portfolios. Encourage industry leaders to adapt and apply these best practices to their own policies and procedures. This will help businesses grow inclusive cultures early on in their company history.  Example: LACI is recruiting more businesses founded by women and people of color, and incorporating DEI modules into their start-up trainings. LACI is also thinking about how to leverage the technology that’s coming out of its portfolio companies so that it can benefit communities who need it the most.			X		
Identify top <b>regulatory reform</b> recommendations for the State of CA and work with partners to seek legislative solutions.	X	X	X		
Work with local jurisdictions and industry leaders to develop a <b>Priority Agricultural Lands (PAL) Program</b> to implement Connect SoCal’s agricultural lands conservation strategies.	X		X	X	
<b>Recommendations</b>	<b>Data</b>	<b>Policy Advocacy</b>	<b>Convenings/ Presentations</b>	<b>Technical Assistance</b>	<b>Funding</b>
<b><i>SCAG could pursue with partners and additional resources (staff and funding)</i></b>					
<b>Become a source of regional data</b> that can support and inform policies around economic development, and in particular align with the data needs identified in the March 2021 report of the State’s Future of Work Commission.	X				
<b>Develop subregional studies on growth sectors that support middle skills jobs as well as “future proofing” the economy, through both data and convenings</b> , and include recommendations for supporting those sectors as well as identifying workforce development and training needs, best practices and subregional-specific partners.	X				
<b>Convene a collaborative of hospitals and universities to diversify their supply chain</b> and grow economic opportunities for minority- and women-owned businesses. Partner with private funders, such as UniHealth Foundation, to support implementation. CASE STUDY: Evergreen Cooperatives (Ohio) Example: an early-stage effort is UCSF’s Anchor Institution Initiative ( <a href="https://anchor.ucsf.edu/">https://anchor.ucsf.edu/</a> ) (Supplier Diversity Program: <a href="https://supplychain.ucsf.edu/supplier-diversity-program">https://supplychain.ucsf.edu/supplier-diversity-program</a> )	X	X	X		
<b>Convene local agency procurement departments</b> to discuss best practices and implementation in procedures and policies that reduce or eliminate barriers to small, women, and minority owned businesses. Work with local partners to <b>create a shared set of certification and contracting templates and materials</b> . Identify <b>funding for jurisdictions to migrate to a common platform</b>	X	X	X	X	X
Produce county-level economic analyses to <b>determine the local economic impact of racial and gender inequality</b> . The publications can be used to inform community benefits agreements with private sector employers and developers.	X	X	X		

**Inclusive Economic Recovery Strategy (IERS)  
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**FOCUS AREA: HUMAN CAPITAL**

**Findings:**

- Childcare
  - The pronounced gender disparities in economic participation since the onset of the pandemic have elevated the long-time need for affordable childcare that is financially accessible and available for any family needing it. Workforce practitioners noted the importance of co-locating childcare with adult training and education centers. Employers in the agriculture industry raised that the childcare needs for their workforce aren't currently being met, in part because the facilities are not open early enough to align with farmworkers' job hours.
  
- Workforce Development
  - More needs to be done to train and connect youth to workforce opportunities, particularly in high-demand industries with workforce gaps. Tap into the potential of the community college system to expand opportunities.
  - Some of the restrictions placed on workforce development funding limit how effective a program can be in supporting target populations access to and success in training programs.
    - Within the context of youth, there is a misalignment in when the funds are needed and when the funds can be used. Currently, youth programs with certain types of grant funding cannot enroll participants still enrolled in high school and instead must wait until the individuals have graduated. Practitioners note that waiting until a student completes high school risks the student becoming disconnected from resources and makes it difficult for trainers to engage young people soon after graduation.
    - Workforce funding cannot typically be used for communications, marketing (e.g., radio ads), and awareness-building to recruit participants. These activities are critical for targeting benefits to historically marginalized communities.
    - Funding cannot be used to support the range of support services such as childcare that trainees need for their success during trainings and after their job placement.
  - On the demand side, industry should offer paid internships and other learning experiences for students with underrepresented backgrounds (or incentives should be developed in support of this concept). Students with underrepresented backgrounds in the region's growth industries continue to face barriers to accessing paid internship experiences, which are critical to applying their skills and unlocking future job opportunities. Employers often overlook CSUs, community colleges, and universities in the Inland Empire as sources from which to recruit bright, skilled talent.
  - As industries adopt new technologies and practices that support a greener economy, workforce development should also be emphasized through relevant educational and training opportunities. There is a need to "future proof" our workforce training.
  - There is a lack of programs and partnerships that connect students of color to career pathways in real estate development, and generally urban planning, and policy. Curriculum can be developed for any level of education to expose children to these careers and create familiarity with the pathways for realizing those careers. This also goes for STEM – exposing students to STEM coursework and career pathways and building students' critical thinking

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

- and problem-solving skills are key to ready future generations for jobs and opportunities with economic mobility.
- Pairing on-going wrap around services with workforce training and placement programs help participants' longer-term success. Earn and Learn programs offer a promising model to connect people to opportunities in the workforce. Similarly, for youth, it's important to provide services that can address their mental health and mentorship needs, amongst others. Programs that incentivize targeted hiring via subsidies, when done well, can create last benefits for businesses and workers.
    - Example: LA RISE (<https://ewddlacity.com/index.php/employment-services/la-rise>)
  - New and innovative apprenticeship programs need to be offered for industries outside of the traditional trades.
    - [LAUNCH Apprenticeship Network](#) in the Inland Empire focuses on industries like cybersecurity. The program bridges community colleges, K-12 school districts, and workforce providers to employers interested in the apprenticeship model.
  - Education
    - In general, the importance of a college education must be stressed early on, and access to financial aid, grants and support is required for lower income communities.
    - UCR, UCI, and CSULA are top schools in the country for upward social mobility. Their successes and best practices should be celebrated and learned from by other learning institutions across the region.
    - There needs to be greater awareness and understanding of career technical education as a viable alternative to a four-year degree. Community colleges are key in connecting community members to workforce accreditations, and can offer important resources for -improving the region's workforce readiness to support a greener economy.
      - Example: Understanding that some people want to be trained and begin working quickly, Imperial Valley College now offers fast track training programs for certain career paths such as nursing and welding. (<https://www.imperial.edu/landings/nursing-fast-track.html>)
  - Broader access to resources
    - Awareness and understanding of entrepreneurship pathways and opportunities in growth industries need to be cultivated in underrepresented communities. Systemic changes, such as universal healthcare, can reduce the barriers to entry for low-wealth individuals, who are otherwise likelier to seek traditional employment opportunities that offer steady income and healthcare benefits. The lack of key social safety nets stifles our region's innovation and prevents low-income communities from pursuing wealth-building entrepreneurship opportunities.
    - Employers are generally unaware of the various job creation incentives and training programs available to them locally or at the state level. For employers who do know about available programs, the programs are often difficult to access and navigate.
    - Tribal communities continue to be overlooked for resources to meet their needs. In addition, greater investment needs to be made in relationship-building with these communities.
  - Other

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

- The growing gig economy is transferring the costs, such as basic benefits, from the employer to the employee without ensuring commensurate compensation.
- People who can work remotely can be recruited to work for firms outside the region. This is an opportunity and threat to local employers who must compete for a local workforce, while also having access to a wider talent pool from outside the region.
- Worker voice and union membership contribute to a growing middle class.
- Guaranteed income programs (a target version of UBI that provides direct and recurring cash payments to eligible families) are gaining traction and seen as a meaningful social safety net for low-income families.
  - In the SCAG region, the mayors from Compton, Long Beach, Los Angeles, and West Hollywood have all joined the Mayors for Guaranteed Income efforts, which advocates for and advances the policy model.
  - Example: The City of Santa Monica’s Preserving Our Diversity program is piloting a guaranteed income model that targets long-time elderly residents in rent-controlled units. (<https://www.santamonica.gov/housing-pod>)
- Little can replace the impact potential of trusted nonprofit and community organizations. Funders saw this most recently take shape in the need to distribute CARES act funding to local stakeholders.

DRAFT

**Inclusive Economic Recovery Strategy (IERS)  
Summary of Findings and Draft Recommendations**

<b>FOCUS AREA: HUMAN CAPITAL</b>	<b>SCAG's 5 LEVERS FOR ACTION</b>				
Recommendations	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b><i>SCAG is actively pursuing with existing resources</i></b>					
Join the state in <b>advocating for a federal jobs guarantee</b> . This will allow government to serve as a back-stop in case industry does not create high quality jobs to meet its workforce needs. This is in alignment with the State's March 2021 Future of Work report.		X	X		
<b>Bring greater awareness of workforce development resources</b> (including youth training programs, ETP funds and various community college programs) for employers.			X		
Work with transit agencies to <b>facilitate the adoption of the US Employment Plan to create high road local jobs</b> through future equipment and supply procurement. Example: Metro's use of USEP on eight contracts since 2011 ( <a href="https://jobstomoveamerica.org/resource/u-s-employment-plan-2/">https://jobstomoveamerica.org/resource/u-s-employment-plan-2/</a> )		X	X		
Recommendations	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b><i>SCAG could pursue with partners and additional resources (staff and funding)</i></b>					
<b>Support the State's effort to develop a California Job Quality Index (JQI)</b> by serving as the lead data and research partner for the Southern California region.	X		X		
Facilitate <b>regional coordination to ensure the region's childcare industry is prepared to utilize federal funding</b> being provided through the American Rescue Plan Act. Partner with organizations like LIIF to expand the childcare industry's capacity and advocate for supportive policies. ( <a href="https://www.liifund.org/news/post/23-million-dedicated-to-child-care-relief/">https://www.liifund.org/news/post/23-million-dedicated-to-child-care-relief/</a> )	X	X	X		
Work with the construction trades and the developer/building industry to identify best practices in construction apprenticeships and training programs and facilitate expansion/application of these practices in housing, transportation and infrastructure projects.	X		X		
Recommendations	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<b><i>Additional Recommendations where SCAG could partner</i></b>					
Working with key partners such as workforce development organizations, economic development corporations and community colleges, provide <b>awareness building and technical assistance to local and county governments to establish job training and placement programs that connect residents from low-income neighborhoods to public sector jobs</b> . CASE STUDY/Example: WERC PLACE Program ( <a href="https://werctraining.org/currentprograms/">https://werctraining.org/currentprograms/</a> )			X	X	X
Identify state and federal level opportunities to <b>advocate for updates to critical workforce development funding guidelines to address challenges experienced by workforce program administrators</b> . Advocacy should seek to expand youth eligibility for criteria to include current students, ensure that funding can be used for various outreach and advertising activities that are key to reaching target populations, and expand the type of wrap services and supports program participants can receiving during and after training.	X	X			X
Conduct targeted engagement to <b>better understand the unique needs of Indigenous communities</b> in Southern California and work with philanthropic and public sector partners to address the communities' identified needs.	X		X		X
Work with key partners to advance workforce development that can support a greener economy, including the potential deployment of microgrids, zero net energy implementation strategies, and renewable energy generation and storage.		X	X		

# Developing an Inclusive Economic Recovery Strategy for the SCAG Region

Summary and Draft Recommendations

Jenna Hornstock, Deputy Director of Planning, Special Initiatives  
May 6, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Inclusive Economic Recovery Strategy (IERS) – Work Plan

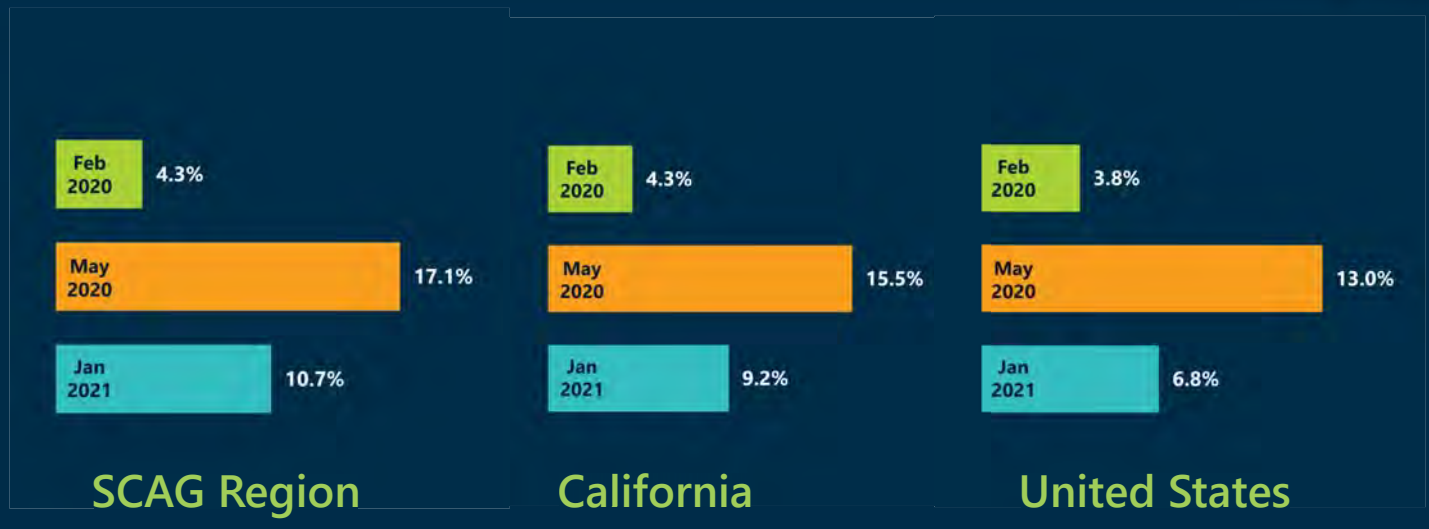




# Status of the Economy

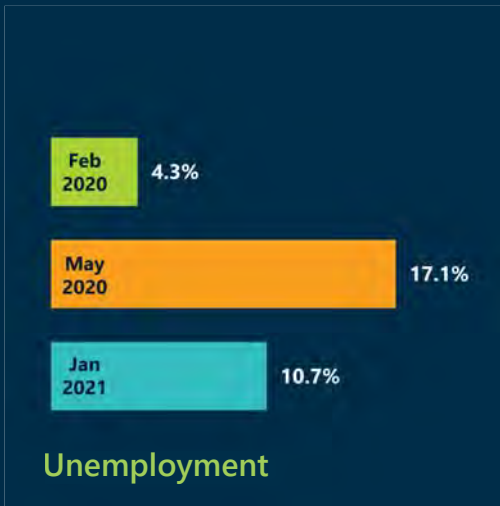
## State, SCAG Region and County-specific

### Unemployment at a Glance



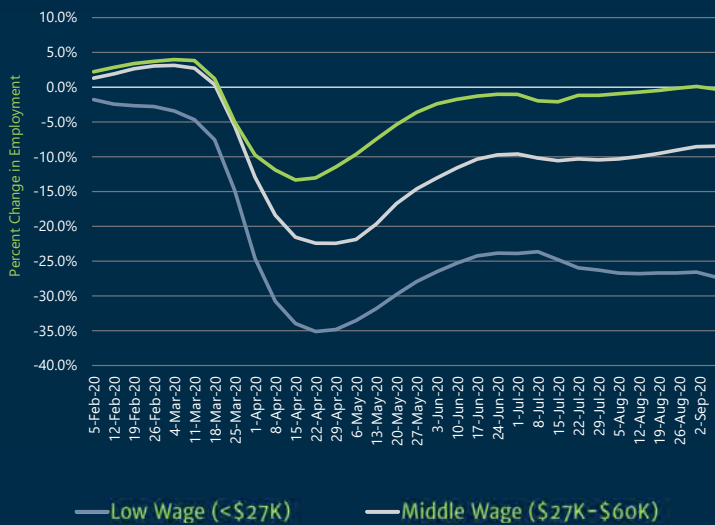
One year into the pandemic, unemployment is starting to shrink – however it is higher in the SCAG region than the State and the country as a whole.

# SCAG Region Overview



- Sectors with the largest employment losses between February and April 2020:
  - Leisure and Hospitality: -45.4%
    - Other Services: -27.3%
    - Information: -22.7%
    - Nondurable Goods Manufacturing: -17.4%
    - Retail Trade: -17.2%
- The Beginnings of a Recovery — SCAG region recovered 704,400 jobs between April 2020 and January 2021, led by:
  - Retail Trade: +19.0%
  - Construction: +11.5%
  - Leisure and Hospitality: +7.7%

# SCAG Region Economic Performance



- Lower-income SCAG residents saw higher employment losses between January and April and will likely see a slower recovery.
  - Low Income (<\$27,000) saw jobs losses of 35.1%
  - Middle Income (\$27,000-\$60,000): -22.4%
  - High Income (>\$60,000): -13.0%
- Before the pandemic, SCAG median household incomes region grew to \$76,981 by 7.1% in 2019, faster than the national rate.

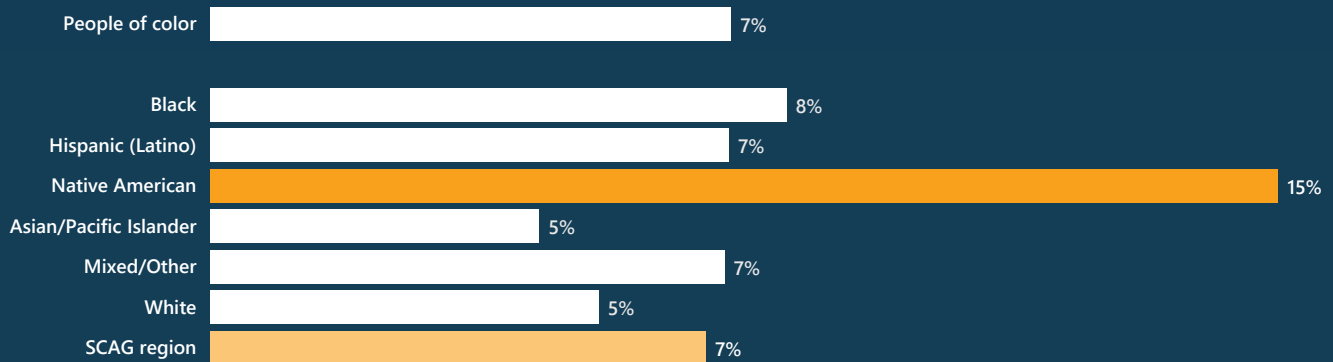
# Equity Indicators

## Baseline Data for the SCAG Region

### *National Equity Atlas*

### SCAG Region Baseline Equity Indicators: 2017 data

Unemployment Rate by Race/Ethnicity

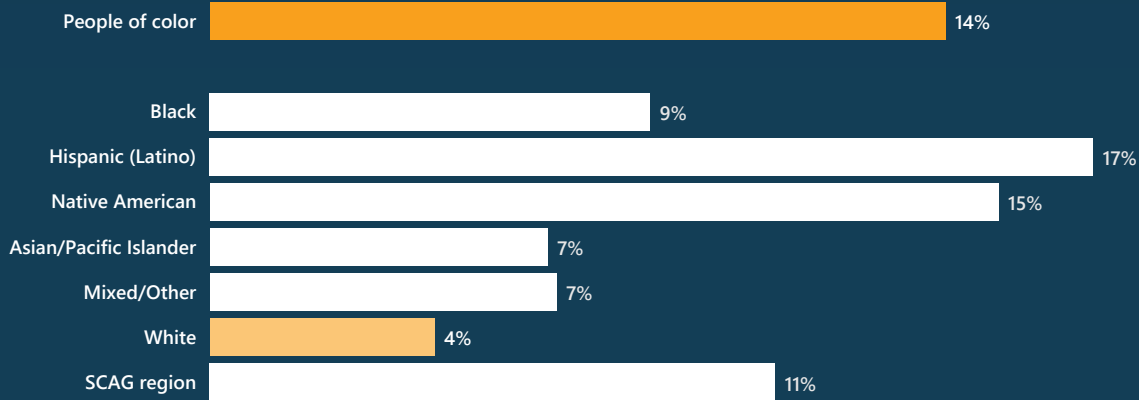


While the disparity in unemployment between the White population and People of Color (POC) has shrunk, the unemployment rate for POC is still 38% higher.

## SCAG Region Baseline Equity Indicators: 2017 data



Percentage of Working Poor by Race/Ethnicity

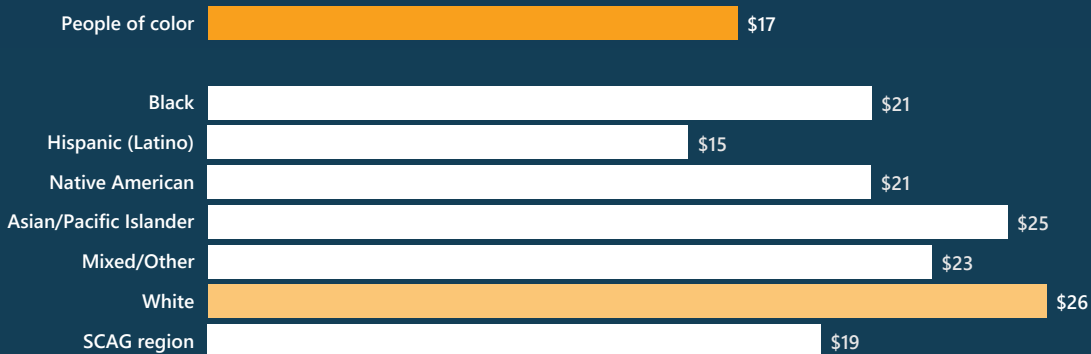


For all races, the percentage of Working Poor has increased in the SCAG region; People of Color are Working Poor at rates 3 times as high as the White population.

## SCAG Region Baseline Equity Indicators: 2017 data



Median Hourly Wage by Race/Ethnicity

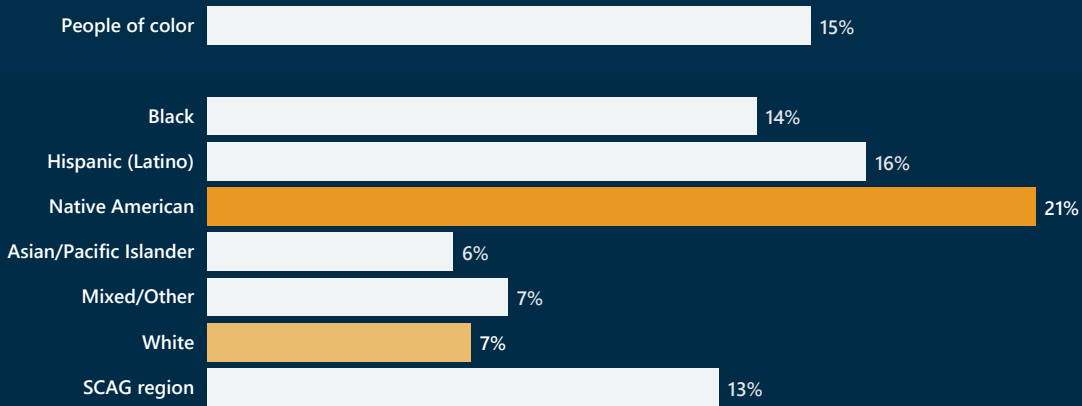


Workers of color make nearly \$10 less per hour (\$17) than their white counterparts (\$26), equating to a nearly \$20,000 deficit in pre-tax revenue.

# SCAG Region Baseline Equity Indicators: 2017 data



Percent Living in High-Poverty Neighborhoods by Race/Ethnicity



In 2017, 15% of the SCAG region's People of Color lived in high poverty census tracts, compared to 6.5% of the white population.

1



## Baseline Data

### *Economic Indicators Post-COVID*

## National Data

- Black and Hispanic workers faced 1.6 to 2.0 times the unemployment rates of white counterparts
- Households with less than \$30,000 in income faced double the unemployment rates
- Women have accounted for 56% of workforce exits since the start of the pandemic despite making up 48% of the workforce

Source: McKinsey & Company, *Achieving an Inclusive US Economic Recovery*, Feb 3, 2021

## Statewide Data

In 2020...

- The income gap grew faster in CA than in the country as a whole
- The richest Californians saw record wealth gains
- Those that already work paycheck to paycheck were hit hardest

Source: 2020 California Governor's Budget Proposal

# The Business Case for Racial Equity

The average earnings of persons of color in the U.S. are 63% of the average earnings of Whites of the same age and gender — roughly \$25,000 per year versus \$40,000 per year.

Raising the average earnings of people of color to match those of Whites by closing gaps in health, education, and opportunity would generate an additional \$1 trillion in earnings, a 15% gain.

\* Data from *The Business Case for Racial Equity, A Strategy for Growth*, by Ani Turner (Altarum) WK Kellogg Foundation, 2018

Under current consumer spending patterns, \$1 trillion in higher earnings would translate to an additional \$800 billion in spending...”

To address racial inequalities by 2050 would result in an additional \$2.6 trillion in spending.

\* Data from *The Business Case for Racial Equity, A Strategy for Growth*, by Ani Turner (Altarum) WK Kellogg Foundation, 2018

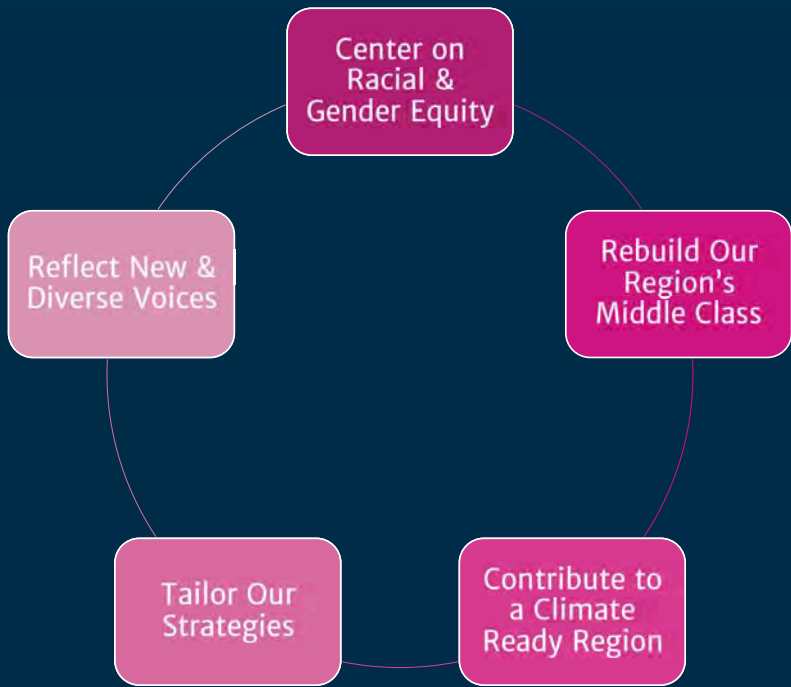
Closing the earnings gap for people of color would increase federal tax revenues by \$450 billion and state and local tax revenues by \$100 billion annually.

\* Data from *The Business Case for Racial Equity, A Strategy for Growth*, by Ani Turner (Altarum) WK Kellogg Foundation, 2018



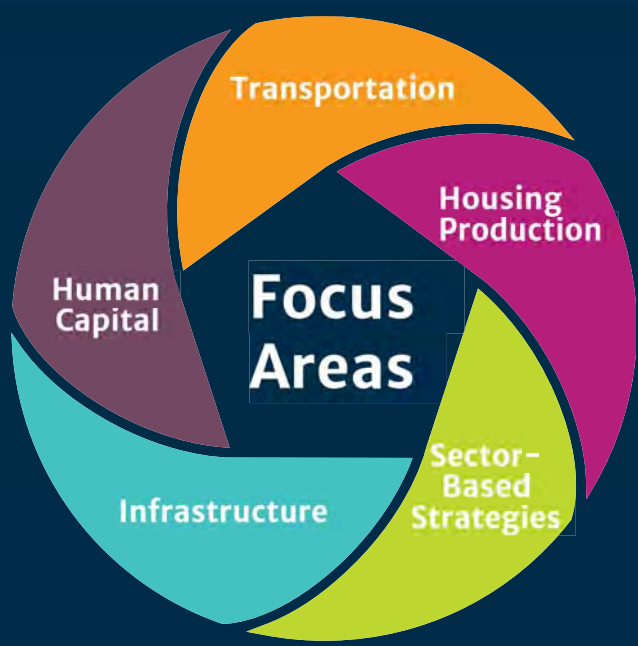
# Inclusive Economic Recovery Strategy Guiding Principles

## IERS – Guiding Principles



# Inclusive Economic Recovery Strategy Focus Areas

## IERS Focus Areas: Inter-connected and Equally Important



## Work to Date

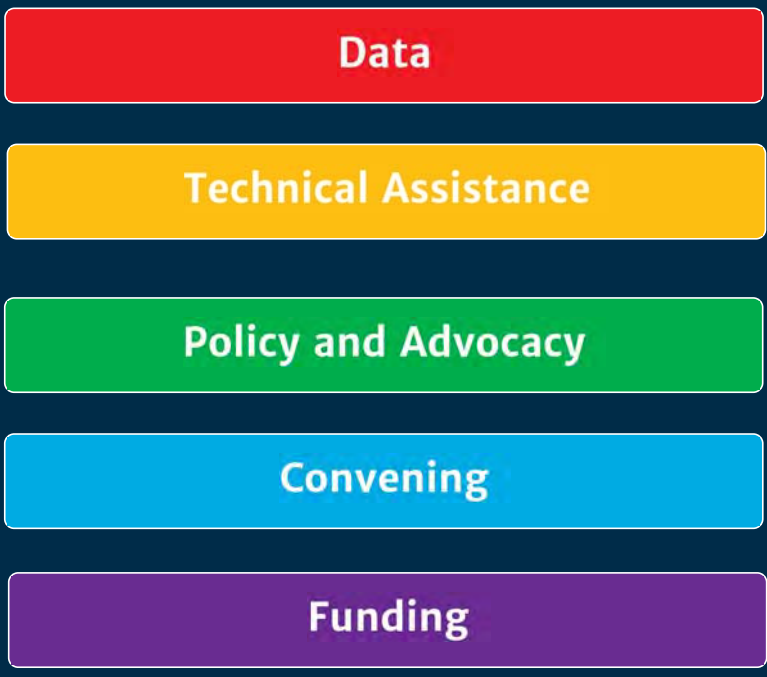
- Extensive literature review
- 20 convenings/focus groups
- 94 surveys received
- 2 presentations to Special Committee on Equity and Social Justice
- Feedback from CEHD committee and from the EEC committee discussion on the 1/21 Climate Change Resolution
- Input from Chief Economic Advisor and Economist Bench
- Input and research from UC Riverside Center for Social Innovation
- Feedback from GLUE Council

## Next Steps

- 5/6/21: Present findings and draft recommendations to Regional Council
- May – June: Publish draft recommendations, refine based on feedback, additional outreach as needed, prioritize recommendations
- Summer 2021: Final report published, bring recommendations to Regional Council

# Inclusive Economic Recovery Strategy Draft Priority Recommendations

## SCAG's Key Levers of Influence



## Organization of Recommendations and Feedback

- Across focus areas (two focus areas are grouped)
- Across SCAG's 5 key "levers" of influence
- For each focus area, recommendations categorized as:
  1. SCAG is actively pursuing with existing resources
  2. SCAG can pursue with partnerships and additional resources
  3. Additional recommendations where SCAG can partner

## Housing Production Recommendations – Top Priorities

### With Existing SCAG Resources (REAP Program):

- Support efforts to create regional financing strategies and funding sources for housing of all types
- Offer technical assistance and training to support municipalities seeking to use development streamlining tools
- Become a repository of information and best practices and support efforts to streamline and finance development of accessory dwelling units (ADUs)
- Facilitate education, training and leadership development in support of broad pro-housing coalitions.

### Partners and Additional Resources needed:

- Explore ways to expand homeownership opportunities
- Support programs and funding to preserve naturally occurring affordable housing

## Transportation and Infrastructure Recommendations – Top Priorities



### With Existing SCAG Resources:

- Create a list of priority transportation and infrastructure projects across the region and advocate for funding at the state and federal level. Use these projects to pilot coordination on job training programs.
- Lead and support regional efforts to bridge the digital divide.
- Sustainable Infrastructure:
  - ✓ Move forward with SCAG efforts for electrification of freight and the regional blueprint for electric charging and hydrogen fueling infrastructure for medium and heavy-duty trucks.
  - ✓ Work with state policy makers to ensure that the ~\$1.5 billion included in the State budget for EV infrastructure is invested equitably to benefit low-income communities and leverage existing advocacy efforts.
  - ✓ Use REAP funding to support subregional efforts to plan for sustainable infrastructure that reduces costs and barriers to housing production.
  - ✓ Support active transportation and first/last mile connections for connecting communities to jobs and economic opportunities

## Sector Based Strategies Recommendations – Top Priorities



### With Existing SCAG Resources:

- Identify top regulatory reform recommendations and work with partners to seek legislative solutions.
- Convenings and Technical Assistance:
  - a. Boost local efforts to **foster industry clusters**
  - b. Augment municipalities' capacity to apply for and secure federal funding for local projects
  - c. Lift up examples of industry leaders who have implemented effective diversity/equity/inclusion business practices
- Work with local jurisdictions and industry leaders to develop a Priority Agricultural Lands (PAL) Program to implement Connect SoCal's agricultural lands conservation strategies.

**Partners and Additional Resources needed:** Become a source of regional data that can support and inform policies around economic development.

## Human Capital Recommendations – Top Priorities



### With existing SCAG resources:

- Support a region-wide initiative to bring greater awareness of workforce development resources for employers.
- Join the state in advocating for a federal jobs guarantee.

### Partners and additional resources needed:

- Support the State's effort to develop a California Job Quality Index (JQI) by serving as the lead data and research partner for the Southern California region.

Thank you!

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