

## INTER-DEPARTMENTAL MEMORANDUM

Date: August 22, 2024

To: Honorable City Council  
c/o City Clerk, Room 395, City Hall  
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager   
Department of Transportation

Subject: **2023 REAP 2.0 SUSTAINABLE COMMUNITIES PROGRAM CIVIC ENGAGEMENT, EQUITY AND ENVIRONMENTAL JUSTICE GRANT FUNDING**

### SUMMARY

As directed in Council File (CF) 23-0465, the Los Angeles Department of Transportation (LADOT) partnered with Central Cities Neighborhood Partners (CCNP) to submit a grant application to the Regional Early Action Planning Grant Program for 2023 (REAP 2.0) Sustainable Communities Program Call for Applications for Civic Engagement, Equity and Environmental Justice (CEEEJ) to fund the Reconnecting MacArthur Park project. The Department of Public Works, Bureau of Street Services (StreetsLA) submitted an application to fund the Linking Warner Center as an Active Transportation Hub to Jobs and Housing project. LADOT and StreetsLA now request authorization to execute necessary agreements to accept awarded funding.

### RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

1. AUTHORIZE LADOT to accept grant funds in an amount up to \$500,000 from the Regional Early Action Planning Grant Program for 2023 (REAP 2.0) Sustainable Communities Program Call for Applications for Civic Engagement, Equity and Environmental Justice (CEEEJ);
2. AUTHORIZE BUREAU OF STREET SERVICES to accept grant funds in an amount up to \$499,701 from the Regional Early Action Planning Grant Program for 2023 (REAP 2.0) Sustainable Communities Program Call for Applications for Civic Engagement, Equity and Environmental Justice (CEEEJ);
3. APPROVE the two attached Memorandum of Understanding (MOU) between the City of Los Angeles and the Southern California Association of Governments, as substantially presented and subject to review by the City Attorney as to form, for the "Reconnecting MacArthur Park Project" and the "Linking Warner Center as an Active Transportation Hub to Jobs and Housing Project".

### BACKGROUND

The Regional Early Action Planning Grant Program (REAP 2.0) Sustainable Communities Program Call for Applications for Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) provides planning resources that close the racial equity gap; support a range of land use and transportation planning activities, including housing supportive infrastructure projects; prioritize efforts that directly benefit priority populations; and encourage equitable partnerships between CBOs and local agencies. The SCP CEEEJ is administered by the Southern California Association of Governments (SCAG) and provides

technical assistance and resources to local government and transit agencies for the support of local planning efforts that enables the implementation of the Regional Transportation Plan and Sustainable Communities Strategy (SCS), also known as Connect SoCal. The SCP CEEJ projects are funded through the REAP 2.0 and Senate Bill 1 (SB 1).

On April 12, 2023, SCAG issued a Notice of Funding Availability (NOFA) announcing they would award an estimated \$5 million in funding competitively through the SCP CEEJ. Approximately \$3 million is made available through REAP 2.0 for projects in the Housing and Land Use Strategies category and \$2 million through Senate Bill 1 (SB1) for projects in the Multimodal Communities category (Attachment A). The project categories are funded through separate funding sources with distinct objectives.

On October 5, 2023, the Southern California Association of Governments (SCAG) Regional Council awarded LADOT \$500,000 CEEJ grant funds for the Reconnecting MacArthur Park project and StreetsLA \$499,701 for the Linking Warner Center as an Active Transportation Hub to Jobs and Housing project (Attachment B).

Awarded Multimodal Communities projects support the implementation of SCAG's Connect SoCal and the City's Mobility Plan 2035 goals to increase access for all Angelenos and reduce greenhouse gas emissions. Awarded projects must demonstrate a transportation nexus, directly benefit the multi-modal transportation system, and advance the following objectives: sustainability, accessibility, safety, preservation, innovation, economic vitality, public health, social equity, and provide other important community benefits. The grant program timeline is as follows:

- NOFO Release Date: April 12, 2023
- Due date: June 5, 2023
- Award Date: October 5, 2023
- Performance Period: Final work and invoices submitted through December 31, 2025

## **DISCUSSION**

On October 5, 2023, the SCAG's Regional Council approved funding for 11 projects including a total of \$999,701 for the City of Los Angeles in the Multimodal Communities Category:

- \$500,000 to the City of Los Angeles Department of Transportation: Reconnecting MacArthur Park planning project
- \$499,701 to the City of Los Angeles Department of Public Works, Bureau of Street Services: Linking Warner Center as an Active Transportation Hub to Jobs and Housing (CF 23-0465)

### **Reconnecting MacArthur Park**

Reconnecting MacArthur Park will explore the feasibility of permanently closing Wilshire Boulevard between Parkview Street and Alvarado Street to vehicle travel. This planning grant will fund a transportation study, as well as a community visioning, engagement, and planning effort. The transportation study will assess how a permanent open street design can support residents in accessing housing, jobs, and park space through policy-aligned mobility investments. The project aims to explore how to correct for the legacy environmental injustice, which constructed Wilshire Boulevard through MacArthur Park, bifurcating a thriving community.

SCAG will provide direct technical assistance to awardees by procuring a consultant team to support planning efforts outlined in the application. As the primary applicant, LADOT will lead the development of a scope of work, oversee the SCAG-procured consultant team, and coordinate deliverables with the community partner. This grant will also fund technical assistance to the community partner co-applicant, CCNP, to lead community engagement. SCP CEEEJ includes a co-applicant partnership structure for CBOs and non-profits to be compensated directly for leading key elements of the project. SCAG will compensate CCNP as the co-applicant that leads key elements of the project, including community engagement. LADOT will be responsible for reviewing and approving the co-applicants' work. SCAG shared a draft Memorandum of Understanding (MOU) between LADOT and SCAG, which is under review by the City Attorney's office (Attachment C).

#### Linking Warner Center as an Active Transportation Hub to Jobs and Housing (CF 23-0465)

The Linking Warner Center as an Active Transportation Hub to Jobs and Housing (Linking Warner Center) project will result in a community-driven active transportation plan for the Warner Center area that locates opportunities for safer pedestrian and cyclist options to destinations, jobs, and housing in the San Fernando Valley region. Linking Warner Center will identify barriers to walking and biking, identify the top 20 priority corridors, and develop active transportation design prototypes for typical roadways in the Warner Center (WC) area. It will also coordinate and leverage future funding strategies and development through the WC Specific Plan's Mobility Fee and create a funding strategy to implement the top three priority corridors, resulting in 30% construction documents with cost estimates for the top three priority corridors.

SCAG will procure a consultant through a competitive procurement process on behalf of the City of Los Angeles Department of Public Works Bureau of Street Services (StreetsLA) to support the Linking Warner Center project. SCAG staff will work with StreetsLA to finalize the SOW and budget for the awarded project. StreetsLA's role as the primary applicant will involve project management of the consultant, reviewing the consultant's project deliverables, and providing City support as related to planned outreach and engagement tasks. SCAG shared a draft Memorandum of Understanding (MOU) between StreetsLA and SCAG, which has been reviewed by the City Attorney's office (Attachment D).

#### **FISCAL IMPACT**

There are no local match requirements and approval of the report recommendations will not have a General Fund impact. Existing staff will review the consultant's work as needed.

LC:TC:rg

#### Attachments:

- Attachment A: SCAG Notice of Funding Award (NOFA)
- Attachment B: SCAG Award Announcement
- Attachment C: Draft MOU between the City of Los Angeles (LADOT) and the Southern California Association of Governments for the Reconnecting MacArthur Park Project
- Attachment D: Draft MOU between the City of Los Angeles (Streets LA) and the Southern California Association of Governments for the Linking Warner Center as an Active Transportation Hub to Jobs and Housing Project



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

# SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY AND ENVIRONMENTAL JUSTICE (SCP CEEEJ) PROGRAM GUIDELINES

**Sustainable Communities Program: Civic Engagement, Equity and Environmental Justice (SCP CEEEJ)**

Sub-Regional Partnerships Program 2.0 (SRP 2.0)

Transportation Partnerships Program (TPP)

Programs to Accelerate Transformative Housing (PATH)

For more information, visit [SCAG's REAP 2.0 website](#)

# Connect SoCal Sustainable Communities Program Call for Applications: Civic Engagement, Equity, and Environmental Justice Program Guidelines

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## Sustainable Communities Program (SCP) Overview

Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4: Civic Engagement, Equity, and Environmental Justice (CEEEJ).

## Connect SoCal SCP Call 4: Civic Engagement, Equity and Environmental Justice (SCP CEEEJ)

The Southern California Association of Governments (SCAG) announces the Connect SoCal SCP Call for Applications focused on Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ).

On July 2, 2020, the SCAG Regional Council adopted [Resolution 20-623-2](#), affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan in May 2021 to guide SCAG’s work in advancing equity. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” For more information on SCAG’s equity efforts, please review the [Racial Equity Early Action Plan](#).

### **SCP CEEEJ has the following goals and objectives:**

#### **SCP CEEEJ Program Goals**

- Advance the goals in SCAG’s Racial Equity Early Action Plan, by prioritizing efforts that directly benefit Communities of Concern (COC), SB 535 Disadvantaged Communities (DACs), and other Priority Populations by encouraging racial equity in local planning practices.
- Support a wide range of eligible land use and transportation planning activities including housing supportive infrastructure planning efforts.
- Support the development of plans to close the racial equity gap.
- Align with funding objectives by project category, including accelerating infill development, housing for all incomes, vehicle miles traveled (VMT) reduction, affirmatively furthering fair housing (AFFH), Connect SoCal implementation, and greenhouse gas (GHG) emissions reduction.
- Support and encourage equitable partnerships between community-based organizations (CBOs) and local governments.

#### **SCP CEEEJ Program Objectives**

- Support local planning efforts, strategically invest in, and provide technical assistance for projects and programs in SCAG’s COC, SB 535 DACs, and other Priority Populations.
- Support local planning efforts focused on eliminating barriers to civic engagement for communities that have experienced historic disinvestment.

## SCP CEEEJ Program Guidelines

- Build community capacity, trust, and sustainable relationships with stakeholders in communities of color, including COC, DACs, and other Priority Populations to strategically invest in local community-centered initiatives.
- Prioritize community identified and implementable projects.

### Program Funding

SCP CEEEJ is funded by a combination of two funding sources including Senate Bill 1 (SB 1) and the State of California (State) Regional Early Action Planning Grant Program of 2021 (REAP 2.0). SCP CEEEJ anticipates a budget of approximately \$5 million, including \$3 million from REAP 2.0 and \$2 million from SB 1.

SCP CEEEJ leverages the \$3 million in REAP 2.0 funds and supplements with \$2 million of SB1 funding. SCAG anticipates funding activities with SB 1 that are complementary to the REAP 2.0 objectives and work together to meet the goals of SB 1, including supporting implementation of the adopted Connect SoCal, reducing greenhouse gas emissions (GHG), and reducing vehicle miles travelled (VMT). SCAG may fund certain transportation activities with SB 1 dollars, such as transportation corridor studies, as well as public art in infrastructure plans and demonstration projects that are done alongside transportation plans and studies. SCAG anticipates a deadline for all final deliverables and invoices for this program by December 31, 2025, for both funding sources. Projects funded through SCP CEEEJ will accelerate the implementation of Connect SoCal, support an integrated approach to land use and transportation planning, and represent impactful and transformative approaches that lead to measurable outcomes to achieve the funding objectives by project category.

### REAP 2.0

REAP 2.0 funds Transformative Planning and Implementation Activities that meet housing and equity goals, reduce Vehicle Miles Traveled (VMT), and advance implementation of the region's Sustainable Communities Strategy (SCS). REAP 2.0 is explicitly intended to meet multiple objectives – Accelerate infill development, support housing for all incomes, reduce Vehicle Miles Traveled (VMT), and Affirmatively Further Fair Housing (AFFH) in ways that accelerate the implementation of regional and local plans to achieve these goals. **Housing & Land Use Strategies projects funded through SCP CEEEJ will be funded with REAP 2.0 funding.**

All projects funded with REAP 2.0 must achieve the following REAP 2.0 funding objectives:

- Projects must be located in an infill area and describe how the project satisfies the infill definition, as defined in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms;
- Meet all REAP 2.0 funding goals and objectives, including accelerating infill development, reduce Vehicle Miles Traveled (VMT), and Affirmatively Furthering Fair Housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, which overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing;
- Meet the definition of a “Transformative Planning and Implementation Activity,” as defined in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms;
- And support the implementation of Connect SoCal.

## **SB 1**

SB 1 supports the implementation of Connect SoCal and supports greenhouse gas (GHG) emissions reductions. Proposed projects must have a transportation nexus and are expected to directly benefit the multi-modal transportation system. Additionally, proposed projects shall support and advance the following objectives: sustainability, accessibility, safety, preservation, innovation, economic vitality, public health, and social equity, and provide other important community benefits. Projects shall also include an integrated approach to land use and transportation planning, and further a coordinated approach to planning. , Any city or county who receives SB 1 funds is required to have a housing element in substantial compliance with the State housing element law and must submit updated housing element Annual Progress Reports at the time of award notice. **Multimodal Communities projects funded through SCP CEEEJ will be funded with SB 1.**

All projects funded with SB 1 must achieve the following funding objectives:

- Have a direct transportation nexus that directly benefits the multi-modal transportation system;
- Support the implementation of Connect SoCal;
- Reduce GHG;
- And reduce VMT.

Applicants must consider how the following Connect SoCal implementation strategies are addressed in the proposed project. Sustainable Communities strategies are discussed in detail in the [Connect SoCal Sustainable Communities Technical Report \(link\)](#).

- Encourage regional economic prosperity and global competitiveness
- Improve mobility, accessibility, reliability, and travel safety for people and goods
- Enhance the preservation, security, and resilience of the regional transportation system
- Increase person and goods movement and travel choices within the transportation system
- Reduce greenhouse gas emissions and improve air quality
- Support healthy and equitable communities
- Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel
- Encourage development of diverse housing types in areas that are supported by multiple transportation options
- Promote conservation of natural and agricultural lands and restoration of habitats

Definitions for all terms are found in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms. Additional information on the program funding sources is provided in the Applicant Toolkit, which is available on the SCP website.

## **Local Partnership Structure**

This Call for Applications includes a co-applicant partnership structure, inclusive of a primary applicant and a co-applicant. Community Based Organizations (CBOs) and non-profits are eligible and highly encouraged to apply as co-applicants in partnership with an eligible primary applicant. To align with funding requirements, CBOs or nonprofits must have a 501(c)3 status. A CBO that utilizes a fiscal sponsor

is eligible to apply. The fiscal sponsor must apply on behalf of the organization, as the CEEEJ program requires 501(c)3 status. Multiple co-applicants, up to two (2), may apply alongside an eligible primary applicant. Agencies eligible to serve as a primary applicant may apply as a co-applicant with another eligible primary applicant if appropriate.

Under a primary and co-applicant partnership, co-applicants will be compensated to lead key elements of the project. In addition, SCAG will procure a consultant to perform identified work on behalf of the primary applicant and co-applicant partnership. Further details on the co-applicant partnership are included in Appendix 1: Partnership Structure.

### Applicant Eligibility

Eligible primary applicants include local or regional agencies, county public health agencies, county transportation agencies, transit agencies or districts, and Tribal entities. For Housing & Land Use Projects, housing authorities, local or regional housing trust funds, natural resource or public land agencies, public academic institutions, school districts, and special districts are also eligible to apply as primary applicants. CBOs and non-profits are eligible only as co-applicants. Table 1 below provides a summary of applicant eligibility.

All projects funded with REAP 2.0 funds must be located in an infill area, explain how the project satisfies the infill definition, as defined in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms, and meet all REAP 2.0 funding objectives, as stated in the Program Funding section. Projects that do not satisfy the infill definition are ineligible for REAP 2.0 funds. For the purposes of SCAG’s REAP 2.0 Program, SCAG will be using the infill definition on page 39 of the MPO REAP 2.0 guidelines, as defined in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms.

**Table 1: Applicant Eligibility Overview**

Eligible as a Primary Applicant OR Co-Applicant (for all funding)	Eligible as a Co-Applicant Only	Eligible as a Primary Applicant ONLY for Housing & Land Use projects	Not Eligible
<ul style="list-style-type: none"> <li>• Local or regional agencies, examples include cities, counties, councils of government, Regional Transportation Planning Agencies, and County Public Health Departments</li> <li>• Transit agencies or districts</li> <li>• Tribal entities</li> </ul>	<ul style="list-style-type: none"> <li>• Community-Based Organization (CBO)</li> <li>• Non-profit</li> </ul>	<ul style="list-style-type: none"> <li>• Housing Authority</li> <li>• Local or regional housing trust funds</li> <li>• Natural resource or public land agency</li> <li>• Public academic institution</li> <li>• School district</li> <li>• Special district</li> </ul>	<ul style="list-style-type: none"> <li>• Consultant</li> <li>• Private Companies</li> </ul>

*\* Definitions for all terms, including infill areas, are found in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms*

### Self-Certification Checklist (for co-applicants only)

Eligible co-applicants are also required to complete a **Self-Certification Checklist**, included as part of the application, which helps SCAG identify areas where co-applicants need additional support for eligibility

requirements. SCAG staff are available to discuss project eligibility. The link is available on the SCP website.

Co-applicants are still eligible for the Call if the applicant is not able to meet all requirements. The Self-Certification form will help SCAG determine on a case-by-case basis the support and guidance a co-applicant will need.

## Project Categories

**Applicants shall strive for innovative and impactful approaches that produce transformative, visible, and measurable projects and results.** The program seeks projects that are demonstrably exemplary, and applicants can demonstrate the funds will lead to changes that support program goals and objectives.

Applicants may apply to one or more of the following CEEEJ project categories: (1) Housing and Land Use Strategies, and (2) Multimodal Communities. Applicants can submit multiple applications in either category. However, awarded projects will only be supported by a single funding source at this time. Examples are included in the bulleted list, by category. **Proposed project budgets are anticipated to be a minimum of \$200,000 and up to \$500,000.**

### 1. Housing & Land Use Strategies

Projects must have a direct tie leading to the production of affordable housing, reducing VMT, and supporting AFFH. Eligible projects shall be designed to result in a change in behavior or a significant improvement to the existing land use pattern or other dynamics that result in accelerating infill housing production, reducing VMT, and supporting AFFH. All projects funded with REAP 2.0 funds must be located in an infill area and explain how the project satisfies the infill definition, as defined in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms, and meet all REAP 2.0 funding objectives, as stated in the Program Funding section.

Applicants must describe how plans support accelerated infill development, VMT reduction, and support AFFH. Plans that accelerate infill development near jobs and other key destinations to support increased housing choices and affordability effectively reduce VMT and greenhouse gas emissions. Example plans and projects include:

- Affordable Housing Plans & Ordinances
- Integrating Infill Housing into General Plan Updates
- Integration of Environmental Justice Goals and/or Policies into General Plan Updates in support of housing production and AFFH
- Infrastructure & Utility Financing Plans (*not including fossil fuel and natural gas*)

### Target Outcomes

In alignment with the REAP 2.0 funding objectives, applicants must demonstrate how the proposed project meets all of the following target outcomes:

- **Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability:** Increased number of city codes and/or policies revised and/or adopted to increase infill development or investment.
- **Affirmatively Furthering Fair Housing (AFFH)**

- o High-resource areas: Increased number of permit streamlining and/or incentive programs to increase housing affordability.
- o Disadvantaged community areas: Increased number of anti-displacement strategies adopted and/or completed.
- **Reducing Vehicle Miles Traveled (VMT):** Increased number of multimodal plans completed and/or investments in multimodal transportation.

SCAG's REAP 2.0 funding application is currently pending review and approval from the State. Target outcomes are subject to change. SCAG will commit to continue working with the Department of Housing and Community Development and the interagency collaborative partners to develop and refine the measurable outcomes and metrics for reporting, based on the projects selected through the suballocation.

## 2. Multimodal Communities

Multimodal Communities projects shall be designed to increase accessibility, mobility, resiliency, and safety. Projects are eligible when they leverage transportation planning, policies, and investment strategies that increase travel options to homes, jobs, services, and other key destinations that provide, support, or enhance Multimodal Communities. Projects must reduce the number or length of vehicle trips. Multimodal Communities are defined as those which are served by a variety of travel options that accommodate a variety of transportation modes for the public to access daily destinations. Multimodal options can include, but are not limited to, complete street improvements for active transportation, improving access to transit, and creating high quality transit stops. All projects funded in this category must meet all SB 1 funding objectives, as stated in the Program Funding section.

Applicants must describe and demonstrate how the project reduces VMT and GHG emissions, supports an integrated multi-modal transportation system, and supports implementation of Connect SoCal. For example, in a Park and Greenway Plan, this shall include creating safe and accessible routes to parks and green spaces that reduce the number of vehicle trips and support multimodal communities. Additionally, for a Vision Zero Plan, this shall include planned street improvements that make it safer to access housing, key destinations and job centers without a car, and educational engagement campaigns that promote safe walking and biking. Proposed projects not located in an infill area and projects that do not have a housing component are eligible for SB 1 funds. Example plans and projects include:

- o Community E-Bike Rebates and E-Bike Share Plans & Pilots (*e-bike pilots are eligible when done alongside planning activities*)
- o Highways to Boulevards and Freeway Cap Plans – Improvements for Non-Motorized Vehicles and Pedestrian Traffic (*Motorized Vehicle Infrastructure improvements are ineligible*)
- o Park and Greenway Connectivity Plans
- o Multimodal Corridor Studies (*alongside planning activities*)
- o Transportation Accessibility and Safety Demonstration Projects (*alongside planning activities*)
- o Vision Zero Policy and Programs or Safety Plans

### Target Outcomes

In alignment with the SB 1 funding objectives, applicants must demonstrate how the proposed project meets the following target outcomes:

- **Reducing Greenhouse Gas Emissions (GHG) and Vehicle Miles Traveled (VMT):** Increased number of multimodal plans completed and/or investments in multimodal transportation.

- **Supports Implementation of Connect SoCal:** Directly implements one or more Connect SoCal strategies.

To support all projects, SCAG will conduct studies on alternative building designs and materials that offer urban cooling benefits, and processes for reducing construction and operating costs. This will include studies addressing direct and indirect greenhouse gas reduction and climate adaptation goals for preserving existing and constructing new multi-family rental and ownership housing. The study of sustainable urban greening and cooling solutions for multi-family housing is anticipated to be launched in mid-2024. The study will identify potential locations for urban greening investments supporting housing development, accelerating housing production, promoting stormwater capture, improving neighborhood amenities in disadvantaged areas, and leading to energy savings. SCAG will also complete a study to identify potential cost savings from urban cooling strategies in the context of the Energy Code's performance approach for assessing electricity needs and budgets for rental and ownership multi-family residential buildings.

**Community Engagement Strategies** are a required component of all projects funded through CEEEJ and should be integrated into the proposed project scope. Community engagement strategies may include but are not limited to the following examples:

- Cohort-Based Engagement Programs
- Community Charettes
- Community Storytelling
- Community Resiliency Playbooks & Toolkits
- [Go Human Kit of Parts Activations](#)

SCAG will also develop an engagement campaign to promote pro-housing and housing supportive policies across Southern California. The campaign will use SCAG's *Go Human* program as a model to engage local leaders and organizations in advancing housing production and affordability.

Additional guidance on community engagement best practices is included in the Applicant Toolkit. The link is available on the SCP website.

## Priority Populations

SCAG prioritizes funding in or providing direct benefit to historically disadvantaged, underserved, underrepresented, and under resourced areas. CEEEJ has identified "Priority Populations" which include the designations below. These designations allow SCAG to demonstrate how CEEEJ has a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities. Priority Populations include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities

Please refer to the [REAP 2.0 Indicator Mapping Tool](#) to identify if the proposed project overlaps with one or more Priority Population areas. Definitions for all terms are found in Appendix 3: SCAG REAP 2.0 Program Glossary of Terms.

### Evaluation Criteria

All project categories will be evaluated using the following scoring criterion:

- Project Design and Outcomes
- Project Need and Priority Population Benefits
- Inclusive and Equitable Engagement
- Local Partnerships

Further detail regarding how points are determined is included in Appendix 2: Evaluation Criteria.

Scoring Criteria		Points
General Project Information and Eligibility		Not scored
<b>1</b>	<b>Project Design &amp; Outcomes</b>	<b>20</b>
1.1	Community and Vision Summary	
1.2	Funding Objectives & SCS Implementation	
1.3	Anticipated Project Outcomes	
1.4	Scope of Work & Project Feasibility	
<b>2</b>	<b>Project Need &amp; Priority Population Benefits</b>	<b>10</b>
2.1	Priority Populations	
2.2	Addressing Historic/Current Inequities & Priority Population Benefit	
<b>3</b>	<b>Inclusive &amp; Equitable Engagement</b>	<b>10</b>
3.1	Priority Populations Engagement & Letters of Support	
3.2	Inclusive, Diverse & Equitable Engagement	
<b>4</b>	<b>Local Partnerships</b>	<b>10</b>
4.1	Reciprocal Relationships and Impact	
4.2	Governance & Decision-making	
<b>Total Points</b>		<b>50</b>

## Schedule

SCP Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	Wednesday, April 12, 2023
Application Workshops	Session 1: Tuesday, April 18, 2:00 - 3:30 p.m. Session 2: Wednesday, April 26, 10:00 - 11:30 a.m.
Call for Applications Submission Deadline	Monday, June 5, 2023
Proposal Review and Scoring	June 2023 ( <i>anticipated</i> )
Distribution of Conditional Award Letters	Summer 2023 (or within 60 days of applications deemed complete)
SCAG Policy Committee and Regional Council Approval of the SCP CEEEJ Rankings	Summer 2023
All Funds Must Be Committed (i.e., under purchase order/contract, etc.)	June 30, 2024
Final Work and Invoices Submitted	December 31, 2025

## Contact Information

Hannah Brunelle  
 Senior Regional Planner  
 Telephone: (213) 236-1907  
 Email: [brunelle@scag.ca.gov](mailto:brunelle@scag.ca.gov)  
 Website: <https://scag.ca.gov/scp>

## Appendix 1: Partnership Structure

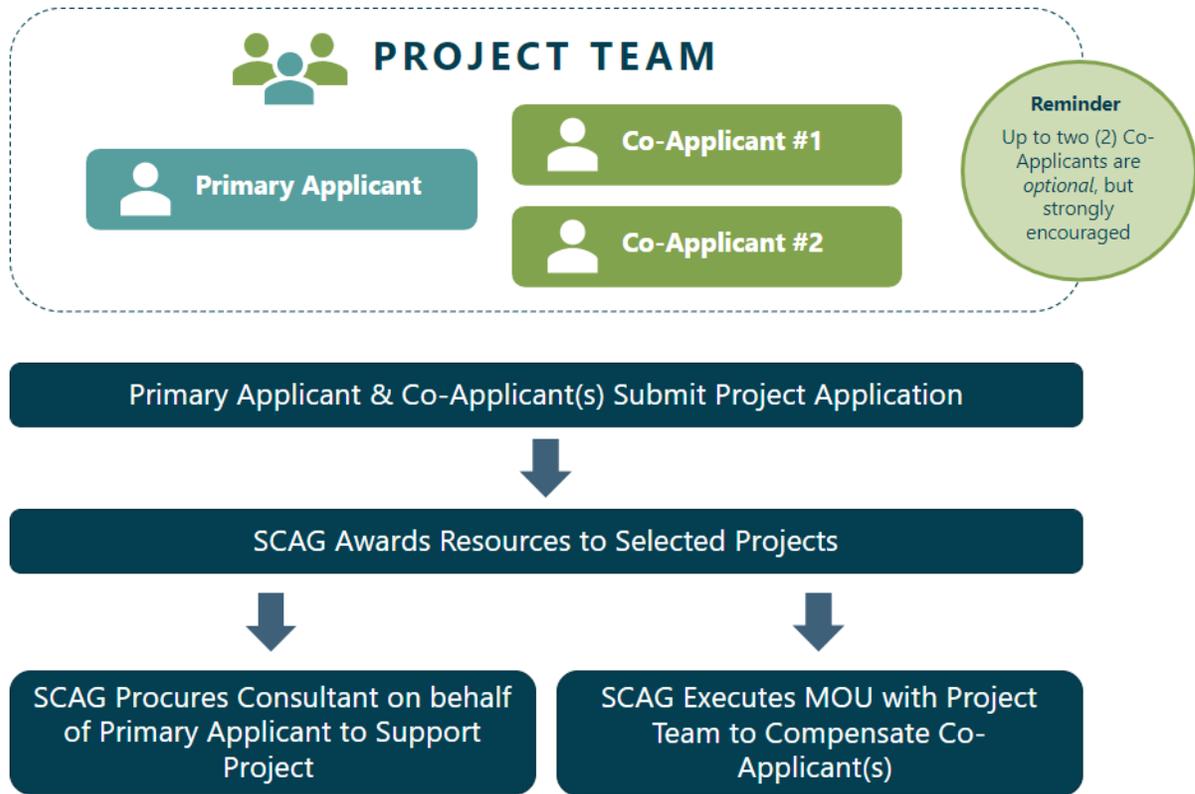
This Call for Applications encourages co-applicant partnerships to support equity, local engagement, and collaboration. Upon award, co-applicants listed on the application will enter a joint Memorandum of Understanding (MOU) agreement with SCAG, the primary applicant, and the consultant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant. SCAG will also procure a consultant on behalf of the primary applicant to support the project and the co-applicant partnership.

Under a primary and co-applicant partnership, co-applicants would be compensated to lead key elements of the project. In addition, a consultant team would be procured to perform identified work on behalf of the primary and co-applicant partnership. A graphic visual of the co-applicant structure is included below.

SCAG may evaluate the risks to the program posed by each co-applicant to assess a co-applicant's ability to manage award funds pursuant to the requirements prescribed in the applicable funding guidelines. In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each co-applicant may be required to provide documentation to SCAG for this evaluation. The proposed payment method is based on a milestone payment, subject to the approval of the State. SCAG will perform a cost analysis of the proposed budget and will pay the co-applicant based on a milestone payment schedule as outlined in the MOU agreement.

As part of the evaluation process, this program encourages equitable partnerships between local agencies and CBOs. Key elements of equitable partnerships should include reciprocal, mutually beneficial relationships, balanced and clear roles and responsibilities, an equitable decision-making structure where each partner is closely involved in all decisions affecting the project, and power dynamics are recognized and addressed. The budget for the co-applicant(s) should reflect the roles and responsibilities described in the application and outlined in the scope of work. The partnership shall also seek to support long-term collaborative relationship building between partners and with the community.

**All projects funded with REAP 2.0 funds must be located in an infill area and explain how the project satisfies the infill definition. Projects that do not satisfy the infill definition are ineligible for REAP 2.0 funds.**



## Appendix 2: Evaluation Criteria

### 1. Project Design and Outcomes (20 points)

#### 1.1 Community and Vision Summary (5 points)

Points	Community and Vision Summary	Score
5 Points	Application presents an <b>excellent</b> description of a transformative and catalytic project, identifies significant community needs, and clearly describes how the project will address the needs. Applicant provides <b>three or more</b> (3+) examples of how the project will address identified community needs as part of description.	For Reviewer Only
4 Points	Application presents a <b>strong</b> description of a transformative and catalytic project, identifies related community needs, and somewhat describes how the project will address the needs. Applicant provides <b>two or more</b> (2+) examples as part of description.	For Reviewer Only
3 Points	Application presents a <b>suitable</b> description of a transformative and catalytic project, identifies some related community needs, and an adequate description of how the project will address the needs. Applicant provides <b>one or more</b> (1+) examples as part of description.	For Reviewer Only
2 Points	Application presents a <b>limited</b> description of a transformative and catalytic project and does not adequately identify community needs or how the project will address the needs. Applicant provides <b>at least one</b> (1) example as part of description.	For Reviewer Only
1 Point	Application presents a <b>weak or no</b> description of a transformative and catalytic project and does not adequately identify community needs or how the project will address the needs. Applicant does not provide any examples.	For Reviewer Only

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*1.2 Funding Objectives and SCS Implementation (5 points)*

Points	REAP 2.0 Objectives and SCS Implementation	Score
5 Points	Application presents an <b>excellent</b> description of how the project directly addresses <b>all</b> funding objectives by project category and a detailed description of <b>three or more</b> (3+) Connect SoCal strategies they are currently implementing or plan to implement within the community as part of the project.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
4 Points	Application presents a <b>strong</b> description of how the project directly addresses <b>two or more</b> (2+) of the funding objectives by project category and a description of <b>two or more</b> (2+) Connect SoCal strategies they are currently implementing or plan to implement within the community as part of the project.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
3 Points	Application presents a <b>suitable</b> description of how the project directly addresses <b>one or more</b> (1+) of the funding objectives by project category and a description of <b>one or more</b> (1+) Connect SoCal strategies they are currently implementing or plan to implement within the community as part of the project.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
2 Points	Application presents a <b>limited</b> description of how the project directly addresses <b>at least one</b> (1) of the funding objectives by project category and an inadequate description of <b>at least one</b> (1) of the Connect SoCal strategies they are currently implementing or plan to implement within the community as part of the project.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
1 Point	Application presents a <b>weak or does not address</b> how the proposed project addresses the funding objectives or Connect SoCal strategies.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only

*1.3 Anticipated Project Outcomes (5 points)*

Points	Anticipated Project Outcomes	Score
5 Points	Application presents an <b>excellent</b> description of <b>all</b> target outcomes in measurable terms that directly respond to the identified community need and are in alignment with the funding objectives.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
4 Points	Application presents a <b>strong</b> description of <b>two or more</b> (2+) target outcomes in measurable terms that directly respond to the identified community need and are in alignment with the funding objectives.	For Reviewer Only

## SCP CEEEJ Program Guidelines

	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
3 Points	Application presents a <b>suitable</b> description of <b>one or more (1+)</b> target outcome that somewhat responds to the identified community need and is in alignment with the funding objectives.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
2 Points	Application presents a <b>limited</b> description of <b>at least one (1)</b> target outcome and does not adequately respond to the identified community need and is not in direct alignment with the funding objectives.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only
1 Point	Application presents a <b>weak or no</b> description of target outcomes and does not respond to the identified community need and is not in alignment with the funding objectives.	For Reviewer Only
	Housing & Land Use Strategies	For Reviewer Only
	Multimodal Communities	For Reviewer Only

### 1.4 Scope of Work (SOW) and Project Feasibility (5 points)

Points	Scope of Work & Project Feasibility	Score
5 Points	Application presents an <b>excellent</b> description of the project scope of work, including a clear and detailed timeline, tasks, deliverables, and budget, how the project is designed to meet the target outcomes, and demonstrates project readiness by describing <b>two or more (2+)</b> examples of existing efforts such as engagement, policies, contracts, etc. completed or in progress to support the project.	For Reviewer Only
4 Points	Application presents a <b>strong</b> description of the project scope of work, including a clear timeline, tasks, deliverables, and budget, how the project is designed to meet the target outcomes, and demonstrates project readiness by describing <b>one or more (1+)</b> examples completed or in progress to support the project.	For Reviewer Only
3 Points	Application presents a <b>suitable</b> description of the project scope of work, including a timeline, tasks, deliverables, and budget, how the project is designed to meet the target outcomes, and demonstrates some project readiness by describing <b>at least one (1)</b> example completed or in progress to support the project.	For Reviewer Only
2 Points	Application presents a <b>limited</b> description of the project scope of work, including a timeline, tasks, deliverables, and budget, how the project is designed to meet the target outcomes, and demonstrates some project readiness, but does not provide any example.	For Reviewer Only
1 Point	Application presents a <b>weak or no</b> description of the project scope of work, how the project is designed to meet the target outcomes and does not demonstrate project readiness.	For Reviewer Only

## 2. Project Need and Priority Population Benefits (10 points)

### 2.1 Priority Populations (5 points)

Points	Priority Populations	Score
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## SCP CEEJ Program Guidelines

5 Points	Application identifies a targeted area that will directly benefit Priority Populations and provides a map of the location. The project area is located in and will directly benefit <b>three or more (3+)</b> Priority Populations.	For Reviewer Only
4 Points	Application identifies a targeted area that will directly benefit Priority Populations and provides a map of the location. The project area is located in and will directly benefit <b>two or more (2+)</b> Priority Populations.	For Reviewer Only
3 Points	Application identifies a targeted area that will benefit Priority Populations and provides a map of the location. The project area is located in and will directly benefit <b>one or more (1+)</b> Priority Populations.	For Reviewer Only
2 Points	Application identifies a targeted area that will benefit Priority Populations and provides a map of the location. The project area is located in and will benefit <b>one (1)</b> Priority Populations.	For Reviewer Only
1 Point	The project area is not located in and does not provide direct benefit to Priority Populations. Applicant does not provide a map of the location.	For Reviewer Only

### *2.2 Repairing Historic/Current Inequities & Priority Population Benefits (5 points)*

Points	Repairing Historic/Current Inequities & Priority Population Benefits	Score
5 Points	Application presents an <b>excellent</b> description of how the project aims to address and repair historic and/or current inequities and how it benefits Priority Populations. Applicant provides <b>three or more (3+)</b> examples of how the project addresses inequities and benefits Priority Populations as part of description.	For Reviewer Only
4 Points	Application presents a <b>strong</b> description of how the project addresses and repairs historic and/or current inequities and how it benefits Priority Populations. Applicant provides <b>two or more (2+)</b> examples as part of description.	For Reviewer Only
3 Points	Application presents a <b>suitable</b> description of how the project addresses and repairs historic and/or current inequities and how it benefits Priority Populations. Applicant provides <b>one or more (1+)</b> examples as part of description.	For Reviewer Only
2 Points	Application presents a <b>limited</b> description of how the project addresses and repairs historic and/or current inequities and how it benefits Priority Populations. Applicant provides <b>at least one (1)</b> example as part of description.	For Reviewer Only
1 Point	Application presents a <b>weak or no</b> description of how the project addresses and repairs historic and/or current inequities or benefits Priority Populations. Applicant does not provide any examples.	For Reviewer Only

## **3. Inclusive and Equitable Engagement (10 points)**

### *3.1 Inclusive, Diverse, and Equitable Engagement (5 points)*

Points	Inclusive, Diverse, and Equitable Engagement	Score
5 Points	Application provides <b>exceptional</b> description of approach to equitable community engagement during early project development and throughout project lifecycle and provides letters of support, as described as part of question 3.1.	For Reviewer Only
4 Points	Application provides <b>strong</b> description of approach to equitable community engagement during early project development and throughout project lifecycle and provides letters of support.	For Reviewer Only
3 Points	Application provides <b>suitable</b> description of approach to equitable community engagement during early project development and throughout project lifecycle and provides letters of support.	For Reviewer Only
2 Points	Application provides <b>suitable</b> description of approach to equitable community engagement and provides letters of support.	For Reviewer Only
1 Point	Application provides <b>weak</b> description of approach to equitable community engagement, proposes few or no engagement strategies, and includes no letters of support.	For Reviewer Only

### *3.2 Priority Populations Engagement (5 points)*

Points	Priority Populations Engagement	Score
5 Points	Applicant(s) provide <b>exceptional</b> description of how they will engage stakeholders in <b>Priority Population areas</b> during project development and throughout the project lifecycle, as described as part of question 3.2.	For Reviewer Only
4 Points	Applicant(s) provide <b>strong</b> description of how stakeholders in <b>Priority Population areas</b> will be engaged during project development and throughout the project lifecycle.	For Reviewer Only
3 Points	Applicant(s) provide <b>suitable</b> description of how stakeholders in <b>Priority Population areas</b> will be engaged.	For Reviewer Only
2 Points	Applicant(s) provide <b>limited</b> description of how stakeholders in <b>Priority Population areas</b> will be engaged.	For Reviewer Only
1 Point	Applicant(s) provide <b>weak</b> description of how stakeholders in <b>Priority Populations areas</b> will be engaged.	For Reviewer Only

#### 4. Local Partnerships (10 points)

##### 4.1 Reciprocal Relationships and Impact (5 points)

Points	Reciprocal Relationships and Impact	Score
5 Points	Application includes one to two (1-2) Co-Applicants and provides an <b>exceptional</b> description of the roles and responsibilities of the Primary Applicant, any Co-Applicant(s), and any additional local partners. Provides robust detail for how the collaboration will meaningfully benefit each Co-Applicant, any additional partners, and the community. Proposes detailed plan for sustainability of the partnership beyond the project. If additional community partners (not including Co-Applicants) play an active role in the project, compensation is accounted for.	For Reviewer Only
4 Points	Application includes one to two (1-2) Co-Applicants and provides a <b>strong</b> description of the roles and responsibilities of the Primary Applicant, any Co-Applicant(s), and any additional local partners. Provides some detail for how the collaboration will meaningfully benefit each Co-Applicant, any additional partners, and the community. Proposes loose plan for sustainability of the partnership beyond the project. If additional community partners (not including Co-Applicants) play an active role in the project, compensation is accounted for.	For Reviewer Only
3 Points	Application includes one to two (1-2) Co-Applicants and provides a <b>suitable</b> description of the roles and responsibilities of the Primary Applicant, any Co-Applicant(s), and any additional local partners. Provides some detail for how the collaboration will meaningfully benefit each Co-Applicant, any additional partners, and the community. Does not discuss the sustainability of the partnership beyond the project. If additional community partners (not including Co-Applicants) play an active role in the project, compensation is accounted for.	For Reviewer Only
2 Points	Application does not include any Co-Applicants and provides a <b>limited</b> description of the roles and responsibilities of the Primary Applicant and any partners. Provides limited detail for how the collaboration will meaningfully benefit any local partners and the community. Does not discuss the sustainability of the partnership beyond the project. If additional community partners (not including Co-Applicants) play an active role in the project, compensation is <i>not</i> accounted for.	For Reviewer Only
1 Point	Application does not include any Co-Applicants and provides a <b>weak</b> description of the roles and responsibilities of the Primary Applicant and any partners. Does not provide detail for how the collaboration will meaningfully benefit any local partners or the community. Does not discuss the sustainability of the partnership beyond the project. If additional community partners (not including Co-Applicants) play an active role in the project, compensation is <i>not</i> accounted for.	For Reviewer Only

##### 4.2 Governance and Decision-Making (5 points)

Points	Governance and Decision-Making	Score
5 Points	Application provides an <b>exceptional</b> description of a collaborative governance and decision-making structure between partners, or how these will be developed by	For Reviewer Only

## SCP CEEEJ Program Guidelines

	partners. Clearly outlines decision-making processes, communication protocols, and mechanisms for holding partners to account, or how these will be developed by partners. Clearly describes how scope and budget reinforce partnership structure. Prioritizes building trust between partners and proposes strategies.	
4 Points	Application provides a <b>strong</b> description of a collaborative governance and decision-making structure between partners, or how these will be developed by partners. Clearly outlines loose decision-making processes, communication protocols, and mechanisms for holding partners to account, or how these will be developed by partners. Clearly describes how scope and budget reinforce partnership structure.	For Reviewer Only
3 Points	Application provides a <b>suitable</b> description of a collaborative governance and decision-making structure between partners, or how these will be developed by partners. Loosely outlines decision-making processes, communication protocols, and mechanisms for holding partners to account, or how these will be developed by partners. Describes how scope and budget reinforce partnership structure.	For Reviewer Only
2 Points	Application provides a <b>limited</b> description of a collaborative governance and decision-making structure between partners, or how these will be developed by partners. Does not outline any decision-making processes, communication protocols, or mechanisms for holding partners to account, or how these will be developed by partners. Loosely describes how scope and budget reinforce partnership structure.	For Reviewer Only
1 Points	Application provides a <b>weak</b> description of a collaborative governance and decision-making structure between partners, or how these will be developed by partners. Does not outline any decision-making processes, communication protocols, or mechanisms for holding partners to account, or how these will be developed by partners. Does not describe how scope and budget reinforce partnership structure.	For Reviewer Only

### Appendix 3: SCAG REAP 2.0 Program Glossary of Terms

- **Accelerating Infill Housing Production or Accelerating Infill Development, Including Housing:** planning, infrastructure, and other investment and actions that improve the affordability, timing, cost, feasibility, approval, and amount of Housing development.
- **Affirmatively Furthering Fair Housing:** pursuant to Government Code section 8899.50, taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, Affirmatively Furthering Fair Housing means taking meaningful actions that, taken together, address significant disparities in Housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with Civil Rights and Fair Housing Laws.
- **Affordable Housing:** Housing that is affordable (generally 30 percent of gross income) to Lower- and Moderate-Income Households. (Based on the Department of Housing and Community Development’s State Income Limits adopted pursuant to Health and Safety Code Section 50093)
- **Areas of High Segregation and Poverty:** means areas that meet consistent standards for both poverty (30 percent of the population below the federal poverty line) and racial segregation (overrepresentation of people of color relative to the county).

- **Disadvantaged and Historically Underserved Communities:** includes concentrated areas of poverty; Areas of High Segregation and Poverty and areas of low to moderate access to opportunity ([TCAC/HCD Opportunity Area Maps](#)); Communities of Concern, Disadvantaged Communities (SB 535 [Disadvantaged Communities Map](#)), and Low- Income Communities pursuant to Senate Bill 535 (De León, Chapter 830, Statutes of 2012) and Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California’s Housing and climate crisis. Applicants may propose alternative definitions to Disadvantaged and Historically Underserved Communities in consultation with the Department and the State Collaborative Partners.
- **Higher Resource Communities or Areas:** those areas designated as “highest resource” and “high resource” as defined by the most recent [TCAC/HCD Opportunity Maps](#).
- **Housing:** any development that includes a house, an apartment, a mobile home, manufactured home, or trailer, a group of rooms, or a single room that is occupied as separate living quarters, or, if vacant, is intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building, and which have direct access from the outside of the building or through a common hall. Note: accessory dwelling units (ADU) and junior accessory dwelling units (JADU) pursuant to Government Code sections 65852.2 and 65852.22 meet this definition.
- **Housing Trust Fund:** a Local or Regional Housing Trust Fund that is required to be a public, joint public and private, or charitable nonprofit organization organized under Section 501(c)(3) of the Internal Revenue Code, which was established by legislation, ordinance, resolution (including nonprofit articles of incorporation), or a public-private partnership organized to receive specific public, or public and private, revenue to address local or regional Housing needs.
- **Infill Area:** for the purposes of the REAP 2.0 Program, means areas where **all** the following apply: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:
  - a. An urban center, urban corridor, or area with transit-supportive densities, or
  - b. An established community that meets all the following criteria:
    - i. The area consists or previously consisted of qualified urban uses
    - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
    - iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.
- **Lower-income Household:** individual households with either 1) household incomes at or below 80 percent of the statewide median income, or 2) household incomes at or below the threshold designated as low-income by Department of Housing and Community Development’s State Income Limits adopted pursuant to Health and Safety Code Section 50093.

- **Moderate-income Households:** either 1) household incomes between 80 and 120 percent of the statewide median income, or 2) household incomes at or below the threshold designated as moderate-income by Department of Housing and Community Development’s State Income Limits adopted pursuant to Health and Safety Code Section 50093.
- **Moderate Resource Communities or Areas:** those geographic areas designated as “Moderate Resource” as defined by the most recent [TCAC/HCD Opportunity Maps](#).
- **Multimodal Communities:** those which are served by a variety of travel options that accommodate a variety of transportation modes for the public to access daily destinations. Multimodal options can include, but are not limited to, complete street improvements for active transportation, improving access to transit, and creating high- quality transit (CEQA) stops.
- **Natural Resource or Public Resource Agencies:** Federal, State, or local agency responsible for natural resources or public land administration.
- **Priority Populations:** This program prioritizes funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced. These designations include:
  - **SB 535 Disadvantaged Communities (DACs)** (as designated under [CalEnviroScreen 4.0](#)) are based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:
    - Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation
    - Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment
    - Inclusive of Tribal Entities and Tribal Government Lands
  - **SCAG Communities of Concern (COC):** Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority populations and low-income households
  - **TCAC/HCD Opportunity Areas:** High segregation and poverty, low resource, and moderate resource communities; High and highest resource areas that are located within infill areas shall focus on affordable housing production and affirmatively furthering fair housing to be considered an eligible area
  - **AB1550 Communities** (See [mapping application](#)) include “Low-income households” with incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold designated as low-income by the Department of Housing and Community Development’s (HCD) State Income Limits adopted pursuant to Section 50093 (2) and “Low-income communities” are census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by HCD’s State Income Limits adopted pursuant to Section 50093

- **SCAG Program Framework Core Objectives:**
  - Support transformative planning and implementation activities that realize the objectives of Connect SoCal, region’s adopted Regional Transportation Plan/Sustainable Communities Strategy,
  - Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
  - Build regional capacity to deliver housing that realizes 6<sup>th</sup> cycle RHNA goals (existing and projected need for Housing for each region, as determined by the Department of Housing and Community Development pursuant to Section 65584.01 of the Government Code.”)
  - Represent best practices in vehicle miles traveled (VMT) reduction
  - Demonstrate consistency with the Racial Equity Early Action Plan
  - Promote infill development in Connect SoCal identified Priority Growth Areas
  
- **Special District:** Limited purpose local governments entities, separate from cities and counties, providing focused public services such as fire protection, sewers, water supply, electricity, parks, recreation, etc.
  
- **Streamlined Housing Production:** improving the entitlement process through actions such as removing, mitigating, or minimizing local regulatory requirements, reforming the local approval process to reduce processing times, reducing the number of local discretionary approvals and permits needed for projects, improving approval certainty, establishing non-discretionary processes, modifying development standards such as reducing parking requirements, and increasing height limits or other efforts such as taking the fullest advantage of existing streamlining mechanisms provided in state law.
  
- **Transformative Planning and Implementation Activities:** Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in and use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of all of the following:
  - a. State Planning Priorities, as described in Section 65041.1 of the Government Code
  - b. Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code.
  - c. Facilitating Housing Element compliance for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code.
  - d. A region’s Sustainable Community Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable. (Connect SoCal – 2020–2045 Regional

Transportation Plan/Sustainable Communities Strategy: <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

- **Vehicle Miles Traveled:** a metric to evaluate the total miles of vehicles traveling on a roadway over a period of time.
- **Vehicle Miles Traveled Per Capita:** the number of Vehicle Miles Traveled, per person.

*Terms Specific to SCP CEEEJ*

- **Primary Applicant:** Local or regional agencies, including cities, counties, and councils of governments (COGs), transit agencies or districts, county transportation agencies, county public health agencies, and Tribal Entities. If the project is located in an infill area, housing authorities, natural resource or public land agencies, public academic institutions, school districts, special districts, and local or regional housing trust funds are eligible as primary applicants. For an overview of eligibility, reference Table 1 in the SCP CEEEJ Program Guidelines.
- **Co-Applicant:** A partner to the primary applicant. All primary applicants are also eligible to apply as co-applicants. Non-profits and Community-Based Organizations (CBOs) with 501(c)3 status are eligible only as co-applicants. Organizations with fiscal sponsors are eligible. Co-applicants must apply in partnership with primary applicants.

*Term Specific to PATH*

- **Significant Beneficial Impact** means demonstrates the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating Housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide Housing policies, site planning, financial models, predevelopment and development processes, and ownership patterns in a significant and quantifiable manner. REAP 2.0 funding must go beyond basic efforts to complete updates or amendments identified in Housing Elements or required for compliance with State housing laws and other statutory obligations; it is not for small projects or programs. SCAG is interested in innovative models that can be replicated across the region and the state.



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

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## MEETING OF THE

# TRANSPORTATION COMMITTEE

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

***Thursday, October 5, 2023***

***9:30 a.m. – 11:30 a.m.***

***To Attend In-Person:***

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

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

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

***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/253270430>**

***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833  
Meeting ID: 253 270 430**

### ***PUBLIC ADVISORY***

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@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) 630-1420. 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 Attending the Meeting

**To Attend In-Peron and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/253270430>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

**To Attend by Phone:** Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 253 270 430**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, October 4, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, October 4, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

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

## General Information for Public Comments

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

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

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

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## TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

<p><b>Elizabeth Becerra</b>  City of Victorville - City Hall  14343 Civic Drive  Conference Room A  Victorville, CA 92392</p>	<p><b>Daniel Brotman</b>  City of Glendale - City Hall  613 E Broadway, Suite 200  Glendale, CA 91206</p>	<p><b>Denise Delgado</b>  City of Coachella - City Hall  1515 6th Street  Coachella, CA 92236</p>
<p><b>Andrew Do</b>  County Administration North  400 West Civic Center Drive  6th Floor, Conference Room A  Santa Ana, CA 92701</p>	<p><b>Jonathan Dumitru</b>  City of Orange - City Hall  300 E Chapman Avenue  Orange, CA 92866</p>	<p><b>J. John Dutrey</b>  City of Montclair - City Hall  5111 Benito Street, Mayor's Office  Montclair, CA 91763</p>
<p><b>James Gazeley</b>  City of Lomita - City Hall  24300 Narboone Avenue  City Council Office  Lomita, CA 90717</p>	<p><b>Jason Gibbs</b>  City of Santa Clarita - City Hall  23920 Valencia Boulevard  First Floor, Orchard Room  Santa Clarita, CA 91355</p>	<p><b>Brian Goodell</b>  City of Mission Viejo - City Hall  200 Civic Center  Serenata Conference Room  Mission Viejo, CA 92691</p>
<p><b>Fred Jung</b>  City of Fullerton - City Hall  303 W. Commonwealth Avenue  Fullerton, CA 92832</p>	<p><b>Trish Kelley</b>  City of Mission Viejo - City Hall  200 Civic Center  Serenata Conference Room  Mission Viejo, CA 92691</p>	<p><b>Linda Krupa</b>  City of Hemet - City Hall  445 E Florida Avenue  Sister City Room  Hemet, CA 92543</p>
<p><b>Malcolm Lilienthal</b>  City of Hemet - City Hall  445 E Florida Avenue  Sister City Room  Hemet, CA 92543</p>	<p><b>Richard Loa</b>  Law Offices of Richard Loa  536 East Palmdale Boulevard  Palmdale, CA 93550</p>	<p><b>Ken Mann</b>  City of Lancaster - City Hall  44933 Fern Avenue  Conference Room A  Lancaster, CA 93534</p>
<p><b>Steve Manos</b>  City of Lake Elsinore - City Hall  130 South Main Street  Conference Room B  Lake Elsinore, CA 92530</p>	<p><b>Marsha McLean</b>  City of Santa Clarita - City Hall  23920 Valencia Boulevard  First Floor Orchard Room  Santa Clarita, CA 91355</p>	<p><b>L. Dennis Michael</b>  City of Rancho Cucamonga - City Hall  10500 Civic Center Drive  Rancho Cucamonga, CA 91730</p>
<p><b>Carol Moore</b>  City of Laguna Woods - City Hall  24264 El Toro Road  Laguna Woods, CA 92637</p>	<p><b>Ara Najarian</b>  50 N Brand Boulevard, Suite 830  Conference Room  Glendale, CA 91203</p>	<p><b>Maria Nava-Froelich</b>  Calipatria Unified School District  501 W. Main Street, Room 4  Calipatria, CA 92233</p>



## TRANSPORTATION COMMITTEE AGENDA

<p><b>Frank J. Navarro</b>  City of Colton – City Hall  Council Conference Room  650 N La Cadena Drive  Colton, CA 92324</p>	<p><b>Sharona Nazarian</b>  City of Beverly Hills - City Hall  455 N. Rexford Drive  Beverly Hills, CA 90210</p>	<p><b>Ed Reece</b>  City of Claremont - City Hall  207 Harvard Avenue  Council Office Room  Claremont, CA 91711</p>
<p><b>Suely Saro</b>  City of Long Beach - City Hall  400 W Ocean Boulevard, 11th Floor  Long Beach, CA 90802</p>	<p><b>Zak Schwank</b>  City of Temecula - City Hall  41000 Main Street  Mayor's Office, Third Floor  Temecula CA, 92590</p>	<p><b>Marty Simonoff</b>  City of Brea - City Hall  1 Civic Center Circle  Management Services Room  Brea, CA 92821</p>
<p><b>Jeremy Smith</b>  City of Canyon Lake - City Hall  31516 Railroad Canyon Road, Suite 5  Canyon Lake, CA 92587</p>	<p><b>Ward Smith</b>  City of Placentia Civic Center  City Council Chambers  401 E. Chapman Avenue  Placentia, CA 92870</p>	<p><b>Hilda Solis</b>  Kenneth Hahn Hall of Administration  500 West Temple Street, Room 856  Los Angeles, CA 90012</p>
<p><b>Cynthia Sternquist</b>  6131 Camellia Avenue  Temple City, CA 91780</p>	<p><b>Michael M. Vargas</b>  City of Perris - City Hall  101 N. D Street  Office of the Mayor  Perris, CA 92570</p>	<p><b>Scott Voigts</b>  County Administration North  400 West Civic Center Drive  6th Floor, Conference Room A  Santa Ana, CA 92701</p>
<p><b>Donald P. Wagner</b>  County Administration North  400 West Civic Center Drive  6th Floor, Conference Room A  Santa Ana, CA 92701</p>	<p><b>Alan D. Wapner</b>  City of Ontario - City Hall  303 East B Street  Conference Room 1  Ontario, CA 91764</p>	<p><b>Jeff Wood</b>  Lakewood City Council  Chamber/Offices  5000 Clark Avenue  Lakewood, CA 90712</p>

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



### TC - Transportation Committee *Members – October 2023*

1. **Hon. Jeff Wood**  
Lakewood, RC District 24
2. **Hon. Tim Sandoval**  
TC Chair, Pomona, RC District 38
3. **Hon. Mike Judge**  
TC Vice Chair, VCTC
4. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
5. **Hon. Konstantine Anthony**  
Burbank, RC District 42
6. **Hon. Kathryn Barger**  
Los Angeles County
7. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
8. **Hon. Brian Berkson**  
Jurupa Valley, Pres. Appt. (Member at Large)
9. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
10. **Hon. Daniel Brotman**  
Glendale, AVCJPA
11. **Hon. Art Brown**  
Buena Park, RC District 21
12. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
13. **Hon. Denise Delgado**  
Coachella, Pres. Appt. (Member at Large)
14. **Sup. Andrew Do**  
Orange County CoC
15. **Hon. Jon Dumitru**  
Orange, RC District 17

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## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. JJohn Dutrey**  
Montclair, SBCTA
- 17. Hon. James Gazeley**  
Lomita, RC District 39
- 18. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 19. Hon. Brian Goodell**  
OCTA Representative
- 20. Sup. Curt Hagman**  
San Bernardino County
- 21. Hon. Jan C. Harnik**  
RCTC
- 22. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 23. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 24. Hon. Fred Jung**  
Fullerton, OCCOG
- 25. Hon. Trish Kelley**  
TCA Representative
- 26. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**  
Hemet, RC District 3
- 28. Hon. Bridgett Lewis**  
Torrance, Pres. Appt (Member at Large)
- 29. Malcolm Lilienthal**  
Hemet, WRCOG
- 30. Hon. Richard Loa**  
Palmdale, NCTC
- 31. Hon. Clint Lorimore**  
Eastvale, RC District 4

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- 32. Hon. Ken Mann**  
Lancaster, RC District 43
- 33. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 34. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member
- 35. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 36. Hon. Larry McCallon**  
Highland, RC District 7/Air District Rep.
- 37. Hon. Marsha McLean**  
Santa Clarita, Pres. Appt. (Member at Large)
- 38. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 39. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 40. Hon. Linda Molina**  
Calimesa, Pres. Appt. (Member at Large)
- 41. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 42. Hon. Ara Najarian**  
Glendale, SFVCOG
- 43. Hon. Maria Nava-Froelich**  
ICTC
- 44. Hon. Frank Navarro**  
Colton, RC District 6
- 45. Hon. Sharona Nazarian**  
Beverly Hills, WSCCOG
- 46. Hon. Gil Rebollar**  
Brawley, RC District 1
- 47. Hon. Ed Reece**  
Claremont, SGVCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
  
- 49. Hon. Ali Saleh**  
Bell, RC District 27
  
- 50. Hon. Suely Saro**  
Long Beach, RC District 29
  
- 51. Hon. Zak Schwank**  
Temecula, RC District 5
  
- 52. Hon. Marty Simonoff**  
Brea, RC District 22
  
- 53. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
  
- 54. Hon. Ward Smith**  
Placentia, OCCOG
  
- 55. Hon. Jose Luis Solache**  
Lynwood, RC District 26
  
- 56. Sup. Hilda Solis**  
Los Angeles County
  
- 57. Hon. Wes Speake**  
Corona, WRCOG
  
- 58. Sup. Karen Spiegel**  
Riverside County
  
- 59. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
  
- 60. Hon. Steve Tye**  
Diamond Bar, RC District 37
  
- 61. Hon. Michael Vargas**  
Riverside County CoC
  
- 62. Hon. Scott Voigts**  
Lake Forest, OCCOG
  
- 63. Sup. Donald Wagner**  
Orange County

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## TRANSPORTATION COMMITTEE AGENDA

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**64. Hon. Colleen Wallace**  
Banning, WRCOG

**65. Hon. Alan Wapner**  
SBCTA

**66. Hon. Thomas Wong**  
Monterey Park, SGVCOG

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## TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, October 5, 2023**  
**9:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Tim Sandoval, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

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

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting – July 6, 2023 PPG. 10
2. 2025 Federal Transportation Improvement Program (FTIP) Guidelines PPG. 20

#### Receive and File

3. Acceptance of FY24 Office of Traffic Safety Grant Funds PPG. 23
4. Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice Award Recommendation PPG. 28
5. South Coast Air Quality Management District Rule 2202 Amendment PPG. 42
6. Transit Ridership Update PPG. 46
7. LOSSAN Rail Corridor Resiliency Subcommittee Update PPG. 53
8. Regional Early Action Planning (REAP) 2.0 Program Update PPG. 56
9. Gas Tax Revenue Decline and Zero Emission Vehicle Transition PPG. 63



## TRANSPORTATION COMMITTEE AGENDA

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### INFORMATION ITEMS

- |   |          |          |
|---|----------|----------|
| 10. Transportation Committee Outlook and Future Agenda Items<br><i>(Annie Nam, Deputy Director)</i>   | 5 Mins.  | PPG. 73  |
| 11. Smart Cities Update: Future Communities (FCPP) & Mobility Innovations (SCP Call 3)<br><i>(Marisa Laderach, Senior Regional Planner)</i> | 25 Mins. | PPG. 77  |
| 12. Regional Mobility Hubs Strategy<br><i>(Priscilla Freduah-Agyemang, Senior Regional Planner)</i>   | 15 Mins. | PPG. 93  |
| 13. Transportation System Performance Update - Vehicle Miles Traveled<br><i>(Jeremy Marks, Assistant Regional Planner)</i>                  | 10 Mins. | PPG. 108 |

### CHAIR'S REPORT

*(The Honorable Tim Sandoval, Chair)*

### METROLINK REPORT

*(The Honorable Art Brown, SCAG Representative)*

### STAFF REPORT

*(David Salgado, Government Affairs Officer, SCAG Staff)*

### ANNOUNCEMENTS

### ADJOURNMENT



**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, JULY 6, 2023**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

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

**Members Present:**

Hon. Konstantine Anthony	District 42
Hon. Kathryn Barger	Los Angeles County
Hon. Liz Becerra, SBCTA/SBCTA	District 65
Hon. Brian Berkson	Jurupa Valley
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Art Brown, OCTA	District 21
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Denise Delgado, Coachella	Pres. Appt.
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	North LA County
Hon. Jonathan Dumitru, Orange	District 17
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, SBCCOG	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Laura Hernandez, VCOG	District 45
Hon. Mike T. Judge, Simi Valley ( <b>Vice Chair</b> )	VCTC
Hon. Fred Jung, Fullerton	OCCOG
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Bridgett Lewis, Torrance	Pres. Appt.



Hon. Malcolm Lilienthal, Hemet	WRCOG
Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ken Mann, Lancaster	District 43
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Linda Molina	Calimesa
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Sharona Nazarian, Beverly Hills	WSCCOG
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Gil Rebolgar, ICTC	District 1
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona <b>(Chair)</b>	District 38
Hon. Suely Saro, Long Beach	District 29
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Ward Smith, Placentia	OCCOG
Hon. Speake, Wes, Corona	WRCOG
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Steve Tye	District 37
Hon. Michael Vargas	Riverside County
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Don Wagner	Orange County
Hon. Wallace, Colleen, Banning	WRCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Thomas Wong, Monterey Park	SGVCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Adele Andrade-Stadler, Alhambra	District 34
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian	District 49
Hon. Larry McCallon, SBCTA	District 7



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Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Hilda Solis	Los Angeles County

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Tim Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. Gil Rebollar, ICTC, District 1, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

Chair Sandoval opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov).

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

Seeing no public comment speakers, Chair Sandoval closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**CONSENT CALENDAR**

Chair Sandoval opened the Public Comment Period.

Seeing no public comment speakers, Chair Sandoval closed the Public Comment Period.

Approval Items

1. Minutes of the Meeting – June 1, 2023

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
  3. REAP 2.0 Program Call for Applications Update
-

4. Connect SoCal 2024: Policy Framework
5. Draft Connect SoCal 2024 Performance Measures
6. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents
7. Regional Transit Target Setting
8. Transit Ridership Update

A MOTION was made (Brown) to approve Consent Calendar Item 1 and Receive and File items 2 through 8. The motion was SECONDED (Judge) and passed by the following roll call votes.

**AYES:** Barger, Becerra, Berkson, Brown, Chun, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, Mclean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Primuth, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, Simonoff, W. Smith, Speake, Sternquist, Tye, Vargas, Wagner, Wallace, Wapner, Wong (48)

**NOES:** None (0)

**ABSTAIN:** None (0)

**ACTION ITEM**

9. REAP 2.0 CTC Partnership Program Award List

There were no public comments for this item.

Nolan Borgman, SCAG staff, reported on the REAP 2.0 Partnership Program Award List. Mr. Borgman stated the County Transportation Commission (CTC) Partnership program was an \$80 million competitive program to fund transformative projects throughout the region. He noted a call for proposals was released April 2023 and that a project selection process was undertaken, and a list of projects had been identified for final funding approval. He reviewed the project scoring system and evaluation process. Mr. Borgman reported thirty-seven (37) proposals were submitted totaling \$115 million and that it was being recommended that twenty-seven (27) projects be funded and six (6) for partial funding. He noted that approximately \$34 million was recommended for projects that

increase transit ridership, \$36 million to support multimodal communities and \$9 million to support projects designed to shift travel behavior. He reviewed award recommendations for each county and next steps following approval by the Transportation Committee and Regional Council.

A MOTION was made (Barger) to recommend that the Regional Council: 1) approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and 2) authorize the SCAG Executive Director or his designee to enter into agreements with the designated County Transportation Commissions under this program and execute all documents incident to the agreements. The motion was SECONDED (Judge) and passed by the following roll call votes.

**AYES:** Barger, Becerra, Berkson, Brown, Chun, Delgado, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Lewis, Lillienthal, Loa, Lorimore, Mann, Manos, Mclean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, Simonoff, W. Smith, Speake, Sternquist, Tye, Vargas, Voigts, Wagner, Wallace, Wapner, Wong (49)

**NOES:** None (0)

**ABSTAIN:** None (0)

#### 10. REAP 2.0 Regional Pilot Initiatives Framework

There were no public comments for this item.

Nolan Borgman, SCAG staff, presented a report on the REAP 2.0 Regional Pilot Initiatives (RPI) Program Framework. He stated the program provides \$15 million in funding for projects that have the potential to change transportation and housing paradigms toward more sustainable communities. He reviewed the program development steps, including industry research and stakeholder survey. He noted that the RPI seeks to develop partnerships to advance REAP 2.0 and Connect SoCal 2024 goals. He shared program areas, including big data, accelerating active transportation, mobility hubs and curb space management. He noted next steps include continued partnership development and developing program scopes of work for each focus area.

Hon. Wes Speake, Corona, WRCOG, commented in support of an approach which includes linking housing, transportation and jobs and that continued effort can be made to reward cities that build housing near job rich areas.

A MOTION was made (Wallace) to recommend that the Regional Council approve the REAP 2.0 Regional Pilot Initiatives Program Framework. The motion was SECONDED (Speake) and passed by the following roll call votes.

**AYES:** Barger, Becerra, Berkson, Betts, Brown, Chun, Delgado, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Loa, Lorimore, Mann, Manos, Mclean, Michael, Molina, Moore, Nava-Froelich, Navarro, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, W. Smith, Speake, Spiegel, Sternquist, Tye, Vargas, Voigts, Wagner, Wallace, Wapner, Wong (49)

**NOES:** None (0)

**ABSTAIN:** None (0)

**INFORMATION ITEMS**

11. LOSSAN Rail Corridor Resiliency Subcommittee Update

There were no public comments for this item.

Catherine Blakespear, State Senator, provided an update on the LOSSAN Rail Corridor Resiliency Subcommittee. She noted the LOSSAN corridor extends from San Luis Obispo on the central coast to San Diego in the south, much of it along the coastline. She noted that its 351 miles in length and is the second busiest rail passenger corridor in the country. She shared that it is also a goods movement and transit service connecting six counties. Ms. Blakespear reported service in the southern portion has seen frequent and significant service disruptions over the past several months due to geographic events along the coastline such as erosion and other natural activities preventing service from south Orange County to San Diego. She noted during disruptions passengers are required to undertake a 90-minute bus bridge to complete the trip. Ms. Blakespear stated due to this emergent situation the LOSSAN Corridor Resiliency Subcommittee has been established to understand the scope of the situation and develop an appropriate response.

12. Connect SoCal 2024: Outreach Update

There were no public comments for this item.

Sarah Dominguez, SCAG staff, provided an update on Connect SoCal 2024. Ms. Dominguez stated public outreach was required for proper plan development and an outreach effort was recently concluded. She noted that talking with the public was an essential part of plan development to ensure the plan is guided by public input and is consistent with public concerns. Ms. Dominguez reported that 20 in-person workshops, 7 virtual workshops, 20 pop-up and street team engagements were recently completed involving 15 community partners and a nationwide advertising campaign which resulted in gathering over 3,600 surveys. She shared that outreach

participants responded that top issues facing residents are a shortage of affordable and diverse housing options, limited reliable travel options to everyday destinations beside driving and climate change impacts. When asked about future vision for the region, the top responses include a healthy environment, a prosperous economy with equal opportunity and safe modes of travel.

She reported that input from stakeholder groups reflects concerns that limited transportation options and housing affordability affect quality of life, particularly in historically disinvested areas. Also, infrastructure improvements should be coupled with direct benefits and protections for residents and small businesses at risk of displacement and a desire for continued engagement with community partners on Connect SoCal implementation including updates on strategies and performance metrics.

Hon. Suely Saro, Long Beach, District 29, asked if there was interaction with school age students who often use transit to get to school or those college age who travel frequently to campus as an effort ought to be made to reach out to them. Ms. Dominguez responded that much of the interaction with those demographics was through the community-based organizations and social media rather than through the public workshops.

Hon. Liz Becerra, Victorville, District 65, asked if future workshops could be closer to Victorville as the recently scheduled workshop was a one-hour drive.

#### **CHAIR'S REPORT**

Chair Sandoval reported that an agreement had been reached on a \$310 billion state budget and that the agreement includes \$2 billion to support the Transit and Intercity Rail Capital Program. He shared that it also includes \$1.1 billion for the newly created Zero-Emission Transit Capital Program. Chair Sandoval introduced new committee member Adele Andrade-Stadler, Alhambra, District 34.

#### **METROLINK REPORT**

Hon. Art Brown, Buena Park, District 21, reported that Metrolink's Ventura County Line service will now operate seven days a week with the introduction of new Sunday service. He noted that weekend trains were running two roundtrips per day on Saturday and Sunday. He noted that supplemental service was also being provided by the Amtrak Pacific Surfliner. He shared that the City of Camarillo was moving forward with a planned pedestrian tunnel at its train station that would decrease the time it takes to walk between platforms. He explained that there was currently a pedestrian overcrossing that runs parallel to Highway 101, but it takes about five minutes to cross the bridge. He also reported that LA Metro had received a \$38.3 million grant from the Federal Railroad Administration (FRA) for the agency's Doran Street Grade Separation Project, which seeks to eliminate a street level railroad crossing to improve safety for Metrolink, Amtrak, and freight



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trains operating in the cities of Glendale and Los Angeles. He also reported that ridership is currently at about 45% of pre-Pandemic levels and there are trending changes in trip types. He noted that Pre-Pandemic, 80% of trips were commute trips. He noted that the percentage of non-commute trips had more than doubled, from 20% pre-Pandemic to currently 48%.

**STAFF REPORT**

Erik Rodriguez, SCAG staff, reported that the first meeting of SCAG’s Greenprint Technical Advisory Committee was scheduled for July 26, 2023 from 2:00 – 5:00 p.m. He noted that the second meeting would be August 28, 2023. He thanked members of the committee who would also serve on the Greenprint TAC.

**ADJOURNMENT**

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 10:57 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Anthony, Konstantine	Burbank	District 42	1	1							
Andrade-Stadler, Adele											
Barger, Kathryn		Los Angeles County		1							
Becerra, Liz	Victorville	District 65	1	1							
Berkson, Brian	Jurupa Valley	Pres Appt.	1	1							
Betts, Russell	Desert Hot Springs	CVAG		1							
Brown, Art	Buena Park	District 21	1	1							
Chun, Ross	Aliso Viejo	OCTA	1	1							
Delgado, Denise	Coachella	Pres. Appt.	1	1							
Do, Andrew		Orange County	1	1							
Dorris, Darrell	Lancaster	NCTC	1	1							
Dumitru, Jonathan	Orange County	District 17		1							
Dutrey, J. John	Montclair	SBCTA	1	1							
Gazeley, James	Lomita	District 39	1	1							
Gibbs, Jason	Santa Clarita	NCTC		1							
Goodell, Brian	Mission Viejo	OCTA	1	1							
Hagman, Curt		San Bernardino Cnty	1	1							
Harnik, Jan	Palm Desert	RCTC	1	1							
Hernandez, Laura	Prt Hueneme	District 45		1							
Hutt, Heather	Los Angeles	District 57									
Judge, Mike	Simi Valley	VCTC	1	1							
Jung, Fred		OCCOG	1	1							
Kelley, Trish	Mission Viejo	OCCOG	1	1							
Krekorian, Paul	Public Transit Rep	District 49									
Krupa, Linda	Hemet	WRCOG	1	1							
Lewis, Bridgett	Torrance	Pres. Appt.		1							
Lilienthal, Malcolm	Hemet	WRCOG	1	1							
Loa, Richard	Palmdale	NCTC		1							
Lorimore, Clint	Eastvale	District 4	1	1							
Mann, Ken	No. L.A. County	District 43	1	1							
Manos, Steve	Lake Elsinore	District 63	1	1							
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1							
Marquez, Ray	Chino Hills	District 10	1	1							
McCallon, Larry	SBCTA/SBCCOG	District 7									
McLean, Marsha	No. L.A. County	District 67	1	1							
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1							
Molina, Linda	Calimesa	Pres. Appt.	1	1							
Moore, Carol	Laguna Woods	OCCOG	1	1							
Najararian, Ara	Glendale	AVCJPA	1	1							
Nava-Froelich, Maria		ICTC	1	1							
Navarro, Frank	Colton	District 6		1							
Nazarian, Sharona	Beverly Hills	WSCCOG	1	1							
Primuth, Jon	S. Pasadena	AVCJPA		1							
Rebollar, Gil	ICTC	District 1	1	1							
Reece, Ed	Claremont	SGVCOG	1	1							
Ruiz, Crystal	San Jacinto	WRCOG	1								

Saleh, Ali	City of Bell	GCCOG	1	1						
Sandoval, Tim	Pomona	District 38	1	1						
Saro, Suely	Long Beach	District 29	1	1						
Schwank, Zak	Temecula	District 5	1	1						
Simonoff, Marty	Brea	District 22	1	1						
Smith, Jeremy	Canyon Lake	Canyon Lake								
Smith, Ward	Placentia	OCCOG	1	1						
Solache, Jose Luis	Lynwood	District 26	1							
Solis, Hilda		Los Angeles County								
Speake, Wes	Corona	WRCOG	1	1						
Spiegel, Karen		Riverside County		1						
Sternquist, Cynthia	Temple City	SGVCOG	1	1						
Tye, Steve	Diamond Bar	District 37		1						
Vargas, Michael		Riverside County		1						
Voigts, Scott	Lake Forest	Orange County		1						
Wagner, Don	Orange County	Orange County	1	1						
Wallace, Colleen	Banning	WRCOG	1	1						
Wapner, Alan		SBCTA	1	1						
Wong, Thomas	Monterey Park	SGVCOG	1	1						



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Pablo Gutierrez, Planning Supervisor  
(213) 236-1929, gutierre@scag.ca.gov

**Subject:** 2025 Federal Transportation Improvement Program (FTIP) Guidelines

**RECOMMENDED ACTION:**

Recommend that the Regional Council approve the 2025 Federal Transportation Improvement Program (FTIP) Guidelines.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG is required under both federal and state laws to develop and update the Federal Transportation Improvement Program (FTIP) periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federal approval. The Guidelines are updated prior to the FTIP update to ensure that all current legal, administrative, and technical requirements are met. These Guidelines serve as a tool for the County Transportation Commissions (CTCs) in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.*

*SCAG staff has completed the update of the 2025 FTIP Guidelines, including appropriate coordination with the CTCs. The proposed 2025 FTIP Guidelines document is available online at: <https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf>.*

*The proposed Guidelines reflect the latest federal and state statutes, including the Infrastructure Investment and Jobs Act (IIJA), and changes that reflect SCAG's commitment to advancing justice, equity, diversity, and inclusion. Any future changes or modifications to federal or state policies that affect SCAG, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.*

**BACKGROUND:**

SCAG is required under both federal and state laws to develop and update FTIP periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's RTP/SCS, also known as the Connect SoCal. Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the other Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The Guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with federal funding agencies, Caltrans, the CTCs, and the Transportation Conformity Working Group (TCWG) to ensure that all current legal, administrative, and technical requirements are met. These guidelines serve as a tool for the CTCs in developing and submitting their county TIPs for inclusion into SCAG's FTIP.

SCAG staff, working in collaboration with federal funding agencies, Caltrans, CTCs, and the TCWG, completed its update of the 2025 FTIP Guidelines (which are accessible at the link above). SCAG staff also held a meeting with the CTCs on July 20, 2023, to review Guideline changes. SCAG received minor comments from the CTCs, Caltrans, and our federal partners during the months of July and August 2023, and revised the document to reflect and address the comments received.

These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2025 FTIP. The following are the key updates to these Guidelines:

- FTIP development schedule outlines critical due dates for the 2025 FTIP.
- Performance measure targets have been established and are described in the Guidelines.
- Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) sections have been updated to reflect that project selection processes are now determined by SCAG.
- Equity Section has been updated with information on collecting equity data through SCAG's eFTIP database.
- Modeling years have been added through 2050.
- IIJA programs have been added to the Fund Sources section.

The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG's policy will be brought to the Transportation Committee and the Regional Council for potential action.



**FISCAL IMPACT:**

Work associated with this item is included in the current FY 23-24 Overall Work Program 030-0146B.02 Federal Transportation Improvement Program (FTIP).



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Alina Borja, Community Engagement Specialist  
(213) 630-1449, borja@scag.ca.gov  
**Subject:** Acceptance of FY24 Office of Traffic Safety Grant Funds

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 23-659-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,354,475 to support the Go Human Campaign and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**RECOMMENDED ACTION TC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 23-659-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,354,475 to support the Go Human Campaign and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**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:**

*On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety in the amount of*

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***\$1,354,475 to conduct an eighth round of Go Human safety programming and engagement across the region. On July 14, 2023, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.***

**BACKGROUND:**

In the six-county SCAG region, walking or bicycling accounts for 8.9% of all trips, but 27% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the Go Human Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as six additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of Go Human events in partnership with local cities, awarding grants to community-based organizations for community engagement, and other programming to create active transportation champions.

To continue the Go Human Campaign's momentum, SCAG applied for additional funding in January 2023 in the amount of \$1,354,474.82 from the Office of Traffic Safety to extend the campaign into 2023 and 2024. On July 14, 2023, SCAG received notice that an award in the amount of \$1,354,475 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, anticipated in October 2023. If awarded, this funding will be used to conduct traffic safety engagement strategies and programming. Funds will be used to support localized traffic safety outreach for drivers, pedestrians, and bicyclists across the region, through the multiple safety strategies, including safety messaging and co-branding, temporary safety demonstration projects, and the distribution of Community Streets Grants across the region. Funds will also be used for research development and analysis to assess existing strategies and inform new ones. SCAG is seeking Regional Council approval to receive the funds.



**FISCAL IMPACT:**

If awarded, SCAG will receive \$1,354,475 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. SCAG will use available general funds balance to begin project work. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures.

**ATTACHMENT(S):**

1. Resolution No. 23-659-1 Acceptance of Traffic Safety Grant Funds



RESOLUTION NO. 23-659-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,500 people are killed and 136,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of \$1,354,475 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support Community Outreach and Engagement strategies focused on traffic safety.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of \$1,354,475 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG's Executive Director, or his designee, the Chief Financial Officer, is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

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

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

Attachment: Resolution No. 23-659-1 Acceptance of Traffic Safety Grant Funds (Acceptance of FY24 Office of Traffic Safety Grant Funds)

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of October 2023.

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Art Brown  
President, SCAG  
City of Buena Park

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Acting Chief Counsel



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

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**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**From:** Lyndsey Nolan, Senior Regional Planner  
310-709-5518, nolan@scag.ca.gov

**Subject:** Sustainable Communities Program – Civic Engagement, Equity, and  
Environmental Justice Award Recommendation

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council: 1) Approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects; and 2) Authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Following the adoption of Connect SoCal every four years, SCAG releases Calls for Applications on a rolling basis to provide local technical assistance in support of Connect SoCal implementation. On September 3, 2020, the Regional Council approved the 2020 Sustainable Communities Program (SCP) Guidelines, which consisted of multiple Calls for Applications. The previous three Calls funded projects in the region supporting active transportation and safety, housing and*

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***sustainable development, and smart cities and mobility innovations. Given the availability of additional funding sources, including up to \$3 million from Regional Early Action Planning grants of 2021 (REAP 2.0) and up to \$2 million from Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1), SCAG developed a fourth Call for Applications. On January 5, 2023, the Regional Council approved the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Guidelines. SCP CEEEJ consists of two project types: Housing and Land Use Strategies (funded through REAP 2.0) and Multimodal Communities (funded through SB 1).***

***SCAG staff released the SCP CEEEJ Call for Applications on April 12, 2023, and extended the original deadline of May 15 to June 5 in response to multiple requests from prospective applicants. Applicants submitted a total of 17 project proposals by the June 5 deadline. Nine were submitted under the Housing and Land Use Strategies category, valued at approximately \$3.9 million, and eight were submitted under the Multimodal Communities category, valued at approximately \$3.0 million. Staff completed evaluation of proposals and identified 11 projects for funding totaling approximately \$4.3 million. Staff seeks Regional Council approval of award recommendations and authorization to initiate projects.***

#### **BACKGROUND:**

##### Program Overview

Since 2005, SCAG's Sustainable Communities Program (SCP) - previously known as Compass Blueprint and Sustainability Planning Grants - has provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to support implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The SCP allows SCAG to strengthen partnerships with local agencies that are responsible for land use and transportation decisions and provides local jurisdictions with multiple funding opportunities to meet the needs of their communities and support regional goals. SCAG has funded 110 projects totaling over \$21.6 million since 2016 through the SCP.

This call for applications was directed as part of the Racial Equity Early Action Plan, which the SCAG Regional Council adopted in May 2021 as part of its ongoing commitment to advancing justice, equity, diversity, and inclusion throughout Southern California, per Resolution 20-623-2. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. SCP CEEEJ, guided by the Connect SoCal Goal "to support healthy and equitable communities," aims to prioritize resources where there is a demonstrated need, and that directly benefit Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations by encouraging racial equity in local planning practices. For more information on SCAG's equity efforts, please review the Racial Equity Early Action Plan.

Call for Applications

The SCP CEEEJ guidelines, application, and scoring criteria were developed by SCAG staff, who facilitated robust stakeholder feedback processes, to support innovative approaches for addressing and solving regional issues. Between June 2022 and June 2023, SCAG hosted two listening sessions, four information sessions, two application workshops, and over 60 one-to-one sessions / office hours. The program identified two broad project categories that aligned with the goals of Connect SoCal implementation as well as the objectives of both funding sources: Housing and Land Use Strategies (REAP 2.0) and Multimodal Communities (SB1). Similar to past SCP calls, SCP CEEEJ was designed to serve as a broad resource program and was structured as a direct technical assistance model to assist jurisdictions in completing projects. In addition, this Call allowed for a unique Co-Applicant Partnership structure to encourage local partnerships, inclusive of a primary applicant and up to two co-applicants. Community-based organizations (CBOs) and non-profits were eligible and highly encouraged to apply as co-applicants in partnership with an eligible primary applicant.

SCAG staff released the SCP CEEEJ Call for Applications on April 12, 2023, and extended the original deadline of May 15 to June 5 in response to multiple requests from prospective applicants. Applicants submitted a total of 17 project proposals by the June 5 deadline. Nine were submitted under the Housing and Land Use Strategies category, valued at approximately \$3.9 million, and eight were submitted under the Multimodal Communities category, valued at approximately \$3.0 million. See Table 1, for a summary of the total number of projects received by county and project category.

Table 1: Total SCP CEEEJ Applications Received

<b>County</b>	<b><i>Housing and Land Use Strategies</i></b> <b>No. of Projects Received</b>	<b><i>Multimodal Communities</i></b> <b>No. of Projects Received</b>	<b>Total Received</b>
<b>Imperial</b>	0	0	<b>0</b>
<b>Los Angeles</b>	5	6	<b>11</b>
<b>Orange</b>	2	0	<b>2</b>
<b>Riverside</b>	1	1	<b>2</b>
<b>San Bernardino</b>	0	1	<b>1</b>
<b>Ventura</b>	1	0	<b>1</b>
<b>Total SCAG Region</b>	<b>9</b>	<b>8</b>	<b>17</b>

Out of the 17 applications received, four were determined to be ineligible: one was incomplete, two included ineligible activities, and one included an ineligible primary applicant. In addition, two applications were withdrawn by applicant teams. All six projects that are not being recommended for award came out of Los Angeles County. The remaining 11 applications were determined eligible and complete and were evaluated for funding by a selection panel consisting of SCAG staff and

external agency staff with no conflict of interest, using the scoring rubric approved by the Regional Council January 5, 2023, and included in the program guidelines.

Table 2: SCP CEEEJ Scoring Criteria

SCORING CRITERIA		POINTS
General Project Information and Eligibility		Not scored
<b>1</b>	<b>PROJECT DESIGN AND OUTCOMES</b>	<b>20</b>
1.1	Community Vision and Summary	
1.2	Funding Objectives and SCS Implementation	
1.3	Anticipated Project Outcomes	
1.4	Scope of Work and Project Feasibility	
<b>2</b>	<b>PROJECT NEED AND PRIORITY POPULATION BENEFITS</b>	<b>10</b>
2.1	Priority Populations	
2.2	Addressing Historic/Current Inequities and Priority Population Benefit	
<b>3</b>	<b>INCLUSIVE AND EQUITABLE ENGAGEMENT</b>	<b>10</b>
3.1	Priority Population Engagement and Letters of Support	
3.2	Inclusive, Diverse, and Equitable Engagement	
<b>4</b>	<b>LOCAL PARTNERSHIPS</b>	<b>10</b>
4.1	Reciprocal Relationships and Impact	
4.2	Governance and Decision-Making	
<b>Total Points</b>		<b>50</b>

Award Recommendations

After evaluating and ranking proposals in each project category, staff recommend six projects totaling \$2,306,495 under the Housing and Land Use project category and five projects totaling \$1,998,070 under the Multimodal Communities category. In total, seven of the 11 projects recommended for awards include a Co-Applicant Partnership structure, with four in the Housing and Land Use Strategies category and three in the Multimodal Communities category.

The SCP CEEEJ Project List on the following page contains all projects recommended to be funded through SCP CEEEJ, organized by project category and funding source (Table 3). The individual project budgets will be refined through the scoping and procurement process.

Table 3: Summary of SCP CEEJ Projects Recommended for Award

Housing and Land Use Strategies Projects (REAP 2.0)				
Primary Applicant	County	Project Name	Requested Funding	Recommended Funding
County of Ventura*	Ventura	Farmworkers Housing Study and Action Plan	\$499,991	\$499,991
City of La Puente*	Los Angeles	Mixed Use Development for Underutilized Commercial Zones	\$427,350	\$427,350
City of Santa Ana*	Orange	Transformative Engagement for Zoning Code Update	\$477,200	\$469,700
City of Lancaster	Los Angeles	TOD Zones Update	\$230,560	\$230,560
City of Laguna Beach*	Orange	EIR - Downtown Specific Plan Update	\$200,000	\$200,000
City of Jurupa Valley	Riverside	Pedley Town Center Plan - Implementation	\$478,894	\$478,894

Multimodal Communities Projects (SB1)				
Primary Applicant	County	Project Name	Requested Funding	Recommended Funding
Los Angeles County (Public Works)*	Los Angeles	East LA Moves / El Este Se Mueve - Mobility Corridor Plans	\$499,586	\$454,586
City of Los Angeles (LADOT)*	Los Angeles	Reconnecting MacArthur Park	\$500,000	\$500,000
SBCTA/SBCOG*	San Bernardino	Active Transportation Priority Projects Outreach and Engagement	\$294,765	\$294,765
City of Los Angeles (DPW/BSS)	Los Angeles	Linking Warner Center as an Active Transportation Hub to Jobs and Housing	\$499,701	\$499,701
City of Moreno Valley	Riverside	Pedestrian Access Plan	\$249,018	\$249,018

\* Project includes one or more Co-Applicant

Next Steps

Pending RC approval, staff will work with awardees to discuss details of their award, define scopes of work, and develop Requests for Proposals (RFPs), procure a consultant through a competitive procurement process, and enter into a Memorandum of Understanding (MOU) between the parties and SCAG. A project initiation schedule and expectations regarding period of performance will be determined by mid-October, and will be based on project complexity, funding source, and SCAG staff capacity. Not all available funds were allocated from either funding source. The reallocation of unspent resources will be reviewed and approved by the Regional Council through the budget amendment process.

**FISCAL IMPACT:**

Funding for staff time and selected SCP projects is included in the FY2023-24 Overall Work Program (OWP) in project 275-4823.08 Connect SoCal Implementation Call for Projects (SCP Call 4) and 305-4927.01 REAP 2.0 Early Program Initiatives.

**ATTACHMENT(S):**

1. PowerPoint Presentation - SCP CEEEJ Award Recommendations



# Sustainable Communities Program Civic Engagement, Equity & Environmental Justice (SCP CEEEJ)

## Award Recommendations

October 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)



## TODAY'S RECOMMENDED ACTION FOR EEC

Recommend that the Regional Council approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects.

# SCP CEEEJ Goals



Support the development of plans to close the **racial equity gap**.



Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations**.



Encourage **equitable partnerships** between community-based organizations (CBOs) and local governments.

# Funding Overview

## \$5 million available



**Housing & Land Use Strategies**

**Funding Source:** REAP 2.0  
**Available:** \$3M total



**Multimodal Communities**

**Funding Source:** SB 1  
**Available:** \$2M total

# SCP CEEEJ Timeline



# Application Scoring Rubric

<b>Project Design &amp; Outcomes</b>	<b>20</b>
Community and Vision Summary	5
Funding Objectives & SCS Implementation	5
Anticipated Project Outcomes	5
Scope of Work & Project Feasibility	5
<b>Project Need &amp; Priority Population Benefits</b>	<b>10</b>
Priority Populations	5
Addressing Historic/Current Inequities & Priority Population Benefit	5
<b>Inclusive &amp; Equitable Engagement</b>	<b>10</b>
Priority Populations Engagement & Letters of Support	5
Inclusive, Diverse & Equitable Engagement	5
<b>Local Partnerships</b>	<b>10</b>
Reciprocal Relationships and Impact	5
Governance & Decision-making	5
<b>Total</b>	<b>50</b>



# SUMMARY OF PROPOSALS

## SUMMARY OF PROPOSALS

### Proposals Received

- 17 Proposals totaling approximately \$6.9 million
  - 9 Housing & Land Use Strategies (HLUS) projects totaling \$3.9 million
  - 8 Multimodal Communities (MM) projects totaling \$3.0 million

County	HLUS Requested	MM Requested	Total Requested
Imperial	0	0	0
Los Angeles	5	6	11
Orange	2	0	2
Riverside	1	1	2
San Bernardino	0	1	1
Ventura	1	0	1
<b>Total SCAG Region</b>	<b>9</b>	<b>8</b>	<b>17</b>

# Award Recommendations

County	Quantity Requested	Quantity Funded	Quantity Unfunded	Recommended Total Award
Imperial	0	0	0	\$0
Los Angeles	11	5	6	\$2,112,197
Orange	2	2	0	\$669,700
Riverside	2	2	0	\$727,912
San Bernardino	1	1	0	\$294,765
Ventura	1	1	0	\$499,991
<b>Total SCAG Region</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>\$4,304,565</b>



# SCP CEEEJ RECOMMENDED AWARD LISTS

# Housing & Land Use Strategies (REAP 2.0)

Project Name	County	Request	Recommendation
<b>Farmworkers Housing Study and Action Plan</b> Ventura County	Ventura	\$499,991	\$499,991
<b>Mixed Use Development for Underutilized Commercial Zones</b> City of La Puente	Los Angeles	\$427,350	\$427,350
<b>Transformative Engagement for Zoning Code Update</b> City of Santa Ana	Orange	\$477,200	\$469,700
<b>Transit-Oriented Development Zones Update</b> City of Lancaster	Los Angeles	\$230,560	\$230,560
<b>Environmental Impact Report - Downtown Specific Plan Update</b> City of Laguna Beach	Orange	\$200,000	\$200,000
<b>Pedley Town Center Plan – Implementation</b> City of Jurupa Valley	Riverside	\$478,894	\$478,894
<b>TOTAL</b>			<b>\$2,306,495</b>

# Multimodal Communities (SB1)

Project Name	County	Request	Recommendation
<b>East LA Moves / El Este Se Mueve Mobility Corridor Plans</b> Los Angeles County, Department of Public Works	Los Angeles	\$499,586	\$454,586
<b>Reconnecting MacArthur Park</b> City of Los Angeles, Department of Transportation	Los Angeles	\$500,000	\$500,000
<b>Active Transportation Priority Projects Outreach and Engagement</b> SBCTA/SBCOG	San Bernardino	\$294,765	\$294,765
<b>Linking Warner Center as Active Transportation Hub to Jobs and Housing</b> City of Los Angeles, StreetsLA	Los Angeles	\$499,701	\$499,701
<b>Pedestrian Access Plan</b> City of Moreno Valley	Riverside	\$249,018	\$249,018
<b>TOTAL</b>			<b>\$1,998,070</b>

# Co-Applicant Partnerships

7 out of 11 awarded projects have 1 or 2 Co-Applicants

Project Name	Primary Applicant	Co-Applicant 1	Co-Applicant 2
Farmworkers Housing Study and Action Plan	Ventura County	House Farm Workers!	
Mixed Use Development for Underutilized Commercial Zones	City of La Puente	Active SGV	
Transformative Engagement for Zoning Code Update	City of Santa Ana	Charitable Ventures	The Kennedy Commission
Environmental Impact Report - Downtown Specific Plan Update	City of Laguna Beach	The Kennedy Commission	
East LA Moves / <i>El Este Se Mueve</i> – Mobility Corridor Plans	Los Angeles County Department of Public Works	Public Matters	
Reconnecting MacArthur Park	City of Los Angeles Department of Transportation	Central City Neighborhood Partners	
Active Transportation Priority Projects Outreach and Engagement	SBCTA/SBCOG	Center for Community Action and Environmental Justice	

# Next Steps

- October EEC + RC: Seek approval of Recommended Award List
- SOW refinements
- Procurements
- Execute MOUs
- Begin projects and ongoing coordination



# QUESTIONS?

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**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments

October 5, 2023

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**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Stephen Fox, Senior Regional Planner  
(213) 236-1855, fox@scag.ca.gov

**Subject:** South Coast Air Quality Management District Rule 2202 Amendment

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**RECOMMENDED ACTION:**

Receive and File

**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 South Coast Air Quality Management District's (SCAQMD) Rule 2202 was adopted in 1995 to reduce mobile source emissions generated from employee commute trips to the workplace. Rule 2202 applies to employment worksites with 250 employees or more and currently covers approximately 1,200 worksites with over 600,000 employees in the South Coast Air Basin (SCAB) that commute during the morning peak hours. Currently, one of the primary metrics used to evaluate compliance with Rule 2202 is average vehicle ridership (AVR), which is the number of employees scheduled to report to work divided by the number of vehicles arriving at the worksite during the peak morning commute. At its August 4, 2023 Governing Board meeting, SCAQMD adopted an amendment to Rule 2202, following a series of stakeholder and public engagement events occurring over multiple months. The amendment requires additional data collection for all regulated worksites, including for Vehicle Miles Traveled (VMT). SCAQMD is exploring whether to replace AVR with VMT data as the primary performance measure, acknowledging that VMT has become more widely used to evaluate success of reducing air pollutants and greenhouse gas emissions. This staff report provides more detail on the recent Rule 2202 amendment.*

**BACKGROUND:**

Rule 2202 was adopted in 1995 to reduce mobile source emissions generated from employee commute trips and was last amended in 2014. Rule 2202 applies to about 1,200 worksites with over 600,000 employees that commute during peak morning hours in the SCAB. Rule 2202 provides worksites of 250 or more employees with three main compliance options to meet an emission reduction target for their worksite: (1) the Employee Commute Reduction Program (ECRP), (2)

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Emission Reduction Strategies (ERS), and (3) the Air Quality Improvement Program (AQIP). Under the ECRP, employers develop and implement a rideshare program to meet an AVR target as set by SCAQMD. Under ERS, employers purchase emissions credits from credit vendors to meet an emission reduction goal, while under the AQIP, worksites pay a mitigation fee that funds a wide variety of emission reduction projects administered by SCAQMD, such as the Carl Moyer Program. Approximately 90 percent of all worksites choose the ECRP or ERS programs, split about evenly. The remaining worksites use the AQIP option.

Under the Rule 2202 ECRP option, employers conduct a survey of their employees to determine how they commute to the worksite. Employees respond by indicating how they arrived to their employment site for a week's period. Choices include driving their own vehicle, carpooling, transit, rail, biking, telecommuting, etc. In 2022, about 45 percent of worksites used the ECRP option and conducted the survey, which included about 57 percent of the 600,000+ employees covered by Rule 2202. The primary performance measure for the Rule 2202 program is AVR, which is the number of employees scheduled to report to a worksite divided by the number of vehicles arriving to the worksite during the peak morning commute. For example, if every employee drove to the worksite alone, the AVR would be 1.00, but if some employees took part in rideshare or took transit, the AVR would be higher, such as 1.25. However, since the adoption of Rule 2202 in the 1990s, VMT has become a key performance measure used by more agencies for measuring the success of reducing emissions of criteria air pollutants and greenhouse gases, as well as roadway congestion. VMT is used as a metric in various regional air quality, climate change, and transportation-related studies and programs. For example, SCAG uses VMT to evaluate the effectiveness of its Regional Transportation Plan/Sustainable Communities Strategy and the California Air Resources Board (CARB) includes VMT reductions as a control measure to reduce both criteria air pollutants and greenhouse gas emissions in the State Implementation Plan (SIP). The current Rule 2202 survey form allows for calculating VMT by employees by virtue of home and worksite address, however most worksites do not collect or report this information nor does SCAQMD.

### **Rule 2202 Amendment**

SCAQMD is proposing to amend Rule 2202 in two phases. The first phase was approved in August 2023 by its Governing Board. The newly amended Rule 2202 requires new limited reporting for all regulated worksites, including the reporting of VMT data, telecommute activity, and business type classification for the worksite. The proposal also includes additional minor administrative changes and updates to implementation guidance documents. The second phase of rulemaking is anticipated to begin in 2025/2026 and will consider replacing AVR with VMT as the primary performance measure. The approximately one-year period between Phases 1 and 2 of the rulemaking is designed to allow ample time for SCAQMD staff and Rule 2202 employers and stakeholders to assess the VMT data, which will be collected beginning July 2025. Phase 2 will also consider compliance options for zero emission vehicles and infrastructure, evaluate the continued

use of credit options, and consider modifying rideshare options including telecommuting and the hybrid work week that have been significantly impacted by the COVID-19 pandemic.

### **Rulemaking Engagement Process**

The recent rulemaking was vetted through an engagement process that included four working group meetings, a public workshop, and other meetings with interested stakeholders, including: transportation demand management (TDM) professionals and practitioners, employee transportation coordinators (ETCs), SCAG staff, local transit agencies, transportation management consultants, county transportation commissions (CTCs), and local municipalities.

### **Key Outstanding Issues**

One outstanding issue emerging from the engagement process is how telecommuting, working-from-home, and remote work are defined and accounted for in the Rule 2202 program. For example, decisions need to be made regarding whether to include employees who are telecommuting from outside of SCAB or even out of state. The pandemic appears to have impacted travel behavior in significant ways and Rule 2202 may need to be adjusted to address these changes. In addition, others, including SCAQMD Governing Board member and SCAG Transportation Committee member Larry McCallon, expressed concern about the enduring relevance of a VMT performance metric with the proliferation of electric vehicles (EVs), which do not have direct impacts on air pollution and greenhouse gas emissions. SCAQMD Governing Board member and SCAG Transportation Committee member Curt Hagman, echoed Mr. McCallon's comment and expressed concern about what may be done with this new VMT data. For example, Inland Empire residents may routinely drive longer distances to their employment sites, and this could potentially have a negative impact on employees who live farther away from the worksite.

Connect SoCal 2024 includes assumptions about work from home and as reported previously by SCAG staff, working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns which have resulted, underscore the importance of pursuing strategies that offer more transportation options for non-work trips in particular. A key component of this is fostering more connected and accessible communities that allow a wide range of trips to be accomplished within a short distance or via alternative modes. Changes to Rule 2202 that result in greater understanding of working from home and work-related commuting will help SCAG in this regard and align with SCAG's TDM Strategic Plan recommendations including the development of regional data standards and a data clearinghouse.

### **NEXT STEPS:**

SCAG staff will follow the Rule 2202 rulemaking process and periodically brief Transportation Committee members on relevant issues and events as appropriate.



**FISCAL IMPACT:**

Staff work related to this project is included in the FY 2023-24 Overall Work Program (OWP) under project 010.1631.02 Transportation Demand Management (TDM) Planning.



**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)  
**From:** Krista Yost, Assistant Regional Planner  
(213) 630-1503, yost@scag.ca.gov  
**Subject:** Transit Ridership Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

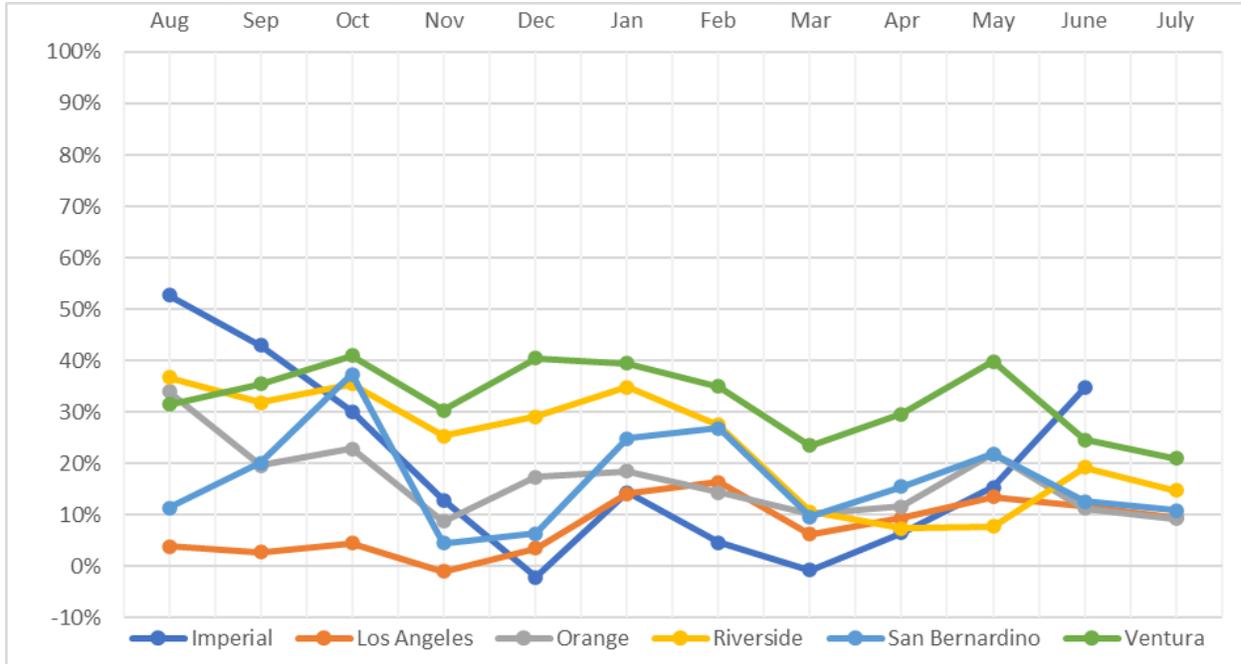
**EXECUTIVE SUMMARY:**

*Since before the pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to past Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the COVID-19 pandemic. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing July 2022 to July 2023, bus ridership was down 25% and rail ridership was down 27%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 54% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.*

**BACKGROUND:**

In response to past Transportation Committee member comments regarding transit ridership recovery, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

**Figure 1. Monthly Bus Ridership Percentage Change by County\* (Year-Over-Year)**



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. \*Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial and Ventura Counties experiencing the most significant increases. For example, Imperial County is reflecting a 35% increase in bus ridership when comparing June 2022 to June 2023, and Ventura County is reflecting a 21% increase in bus ridership when comparing July 2022 to July 2023. Furthermore, Riverside and San Bernardino Counties are reflecting modest gains (15% and 11% respectively, comparing July 2022 to July 2023), and Los Angeles and Orange Counties are reflecting low gains (each 9%, comparing July 2022 to July 2023). Regional bus ridership overall increased 10% over the same time period. Note: the July increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 15% comparing May 2022 to May 2023 and 12% comparing June 2022 to June 2023.

**Table 1. Bus Ridership Change by Operator, Year-Over-Year**

Bus Operator	Qtr1 Jul-Sep	Qtr2 Oct-Dec	Qtr3 Jan-Mar	Qtr4 Apr-Jul*
Anaheim Transportation Network	36%	9%	11%	12%
Antelope Valley Transit Authority	24%	0%	4%	19%

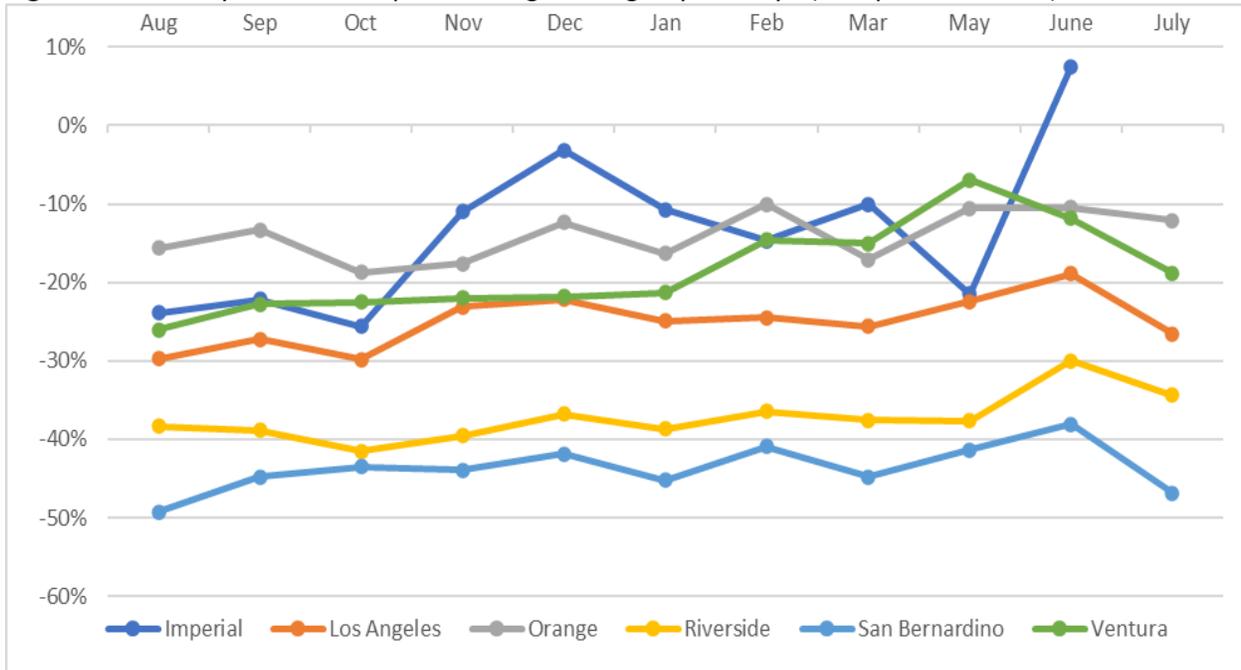
Beach Cities Transit (City of Redondo Beach)	19%	-3%	-19%	-22%
City of Commerce Municipal Buslines	155%	152%	65%	38%
City of Glendale	55%	39%	34%	-1%
City of Los Angeles Department of Transportation	23%	22%	11%	6%
City of Pasadena	20%	22%	-3%	-9%
Culver City Municipal Bus Lines	2%	19%	27%	13%
Foothill Transit	13%	19%	12%	12%
Gold Coast Transit	28%	36%	33%	28%
City of Gardena Transportation Department	-1%	32%	24%	22%
Imperial County Transportation Commission	46%	13%	5%	19%**
Long Beach Transit	3%	4%	-14%	-3%
Los Angeles County Metro	1%	0%	15%	13%
Montebello Bus Lines	-2%	-21%	-5%	-26%
Norwalk Transit System	32%	-5%	-7%	8%
Omnitrans	17%	12%	17%	16%
Orange County Transportation Authority	25%	19%	15%	11%
Riverside Transit Agency	39%	37%	26%	13%
Santa Clarita Transit	39%	30%	-4%	9%
Santa Monica's Big Blue Bus	26%	25%	24%	15%
SunLine Transit Agency	23%	18%	18%	9%
Torrance Transit System	-27%	-17%	1%	-4%
Ventura Intercity Service Transit Authority	32%	20%	11%	5%
Victor Valley Transit Authority	-10%	51%	42%	22%
<b>TOTAL</b>	<b>7%</b>	<b>5%</b>	<b>13%</b>	<b>11%</b>

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. \*This data reflects bus ridership change year-over-year for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage. \*\*Note: This percentage reflects the Imperial County Transportation Commission’s bus ridership change year-over-year for the fourth fiscal quarter (April 2023 to June 2023).

Overall, these trends are better than where the region was in July 2020 when overall transit ridership was down by 50%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Imperial County as reflected in Figure 2 below. In Imperial County, bus ridership is 7% above what it was pre-pandemic for the most recent month of data available, June, which is a significant improvement from preceding months (e.g., Imperial County bus ridership was 22% below pre-pandemic levels in May). In Orange, Ventura, and Los Angeles Counties, bus ridership remains 12%, 19%, and 27% below where it was pre-pandemic for the most recent month

of data, July. And in Riverside and San Bernardino Counties, bus ridership is 34% and 47% below where it was pre-pandemic for the most recent month of data, July. Overall, the region’s bus ridership levels are currently 26% below what they were pre-pandemic.

**Figure 2.** Monthly Bus Ridership Percentage Change by County\* (Compared to 2019)

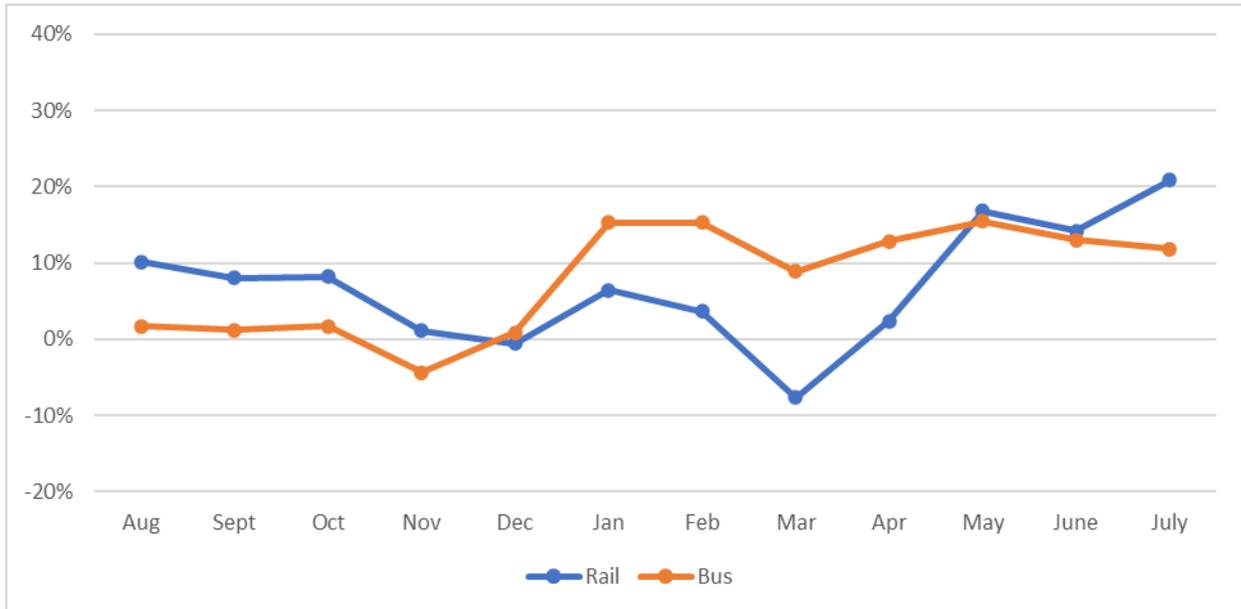


Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. \*Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Data reported by Metro for its bus and rail systems through July 2023 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 12% in July 2023 compared to July 2022, marking the eighth consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by 21% for the same time period. While these trends are better than where the region was in July 2020, they are still below pre-pandemic levels. For example, when comparing July 2019 to July 2023, bus ridership was down 25% and rail ridership was down 27%. In an effort to restore rail service to pre-pandemic levels, Metro will be adding more frequent service to the B and D Line subway beginning September 10, 2023.<sup>1</sup>

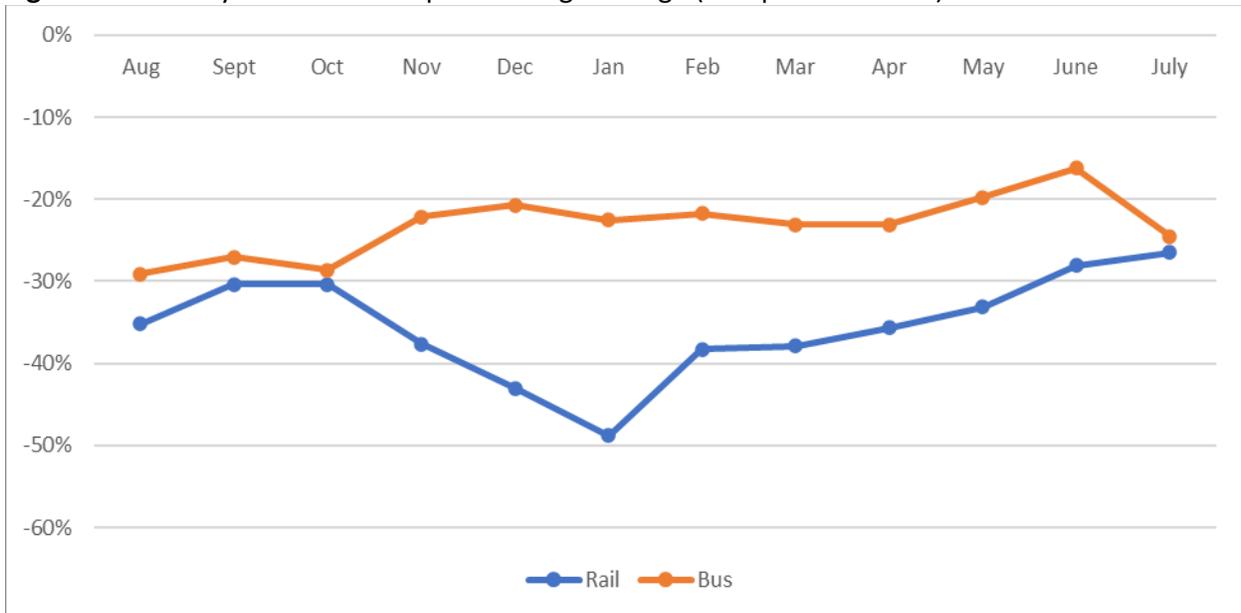
**Figure 3.** Monthly Metro Ridership Percentage Change (Year-Over-Year)

<sup>1</sup> L.A. Metro adding more frequent service to the B and D Line subway Sept. 10. (2023, September 6). Mass Transit. <https://www.masstransitmag.com/rail/press-release/53071380/los-angeles-county-metropolitan-transportation-authority-metro-la-metro-adding-more-frequent-service-to-the-b-and-d-line-subway-sept-10>



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

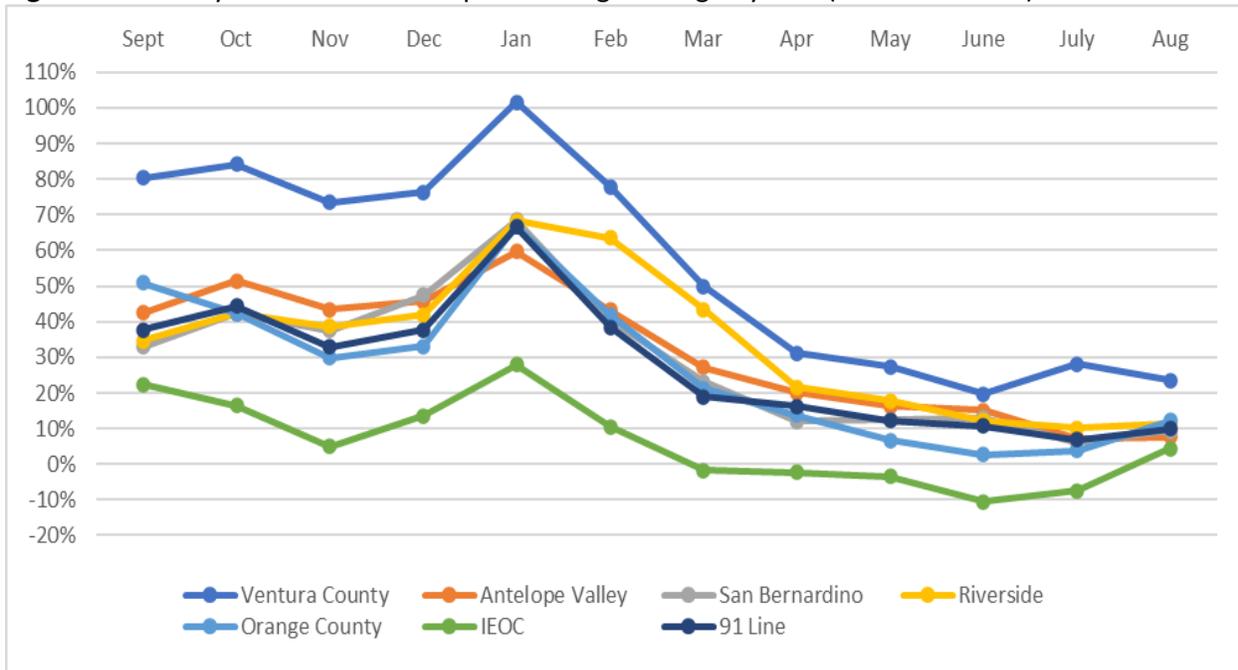
**Figure 4.** Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

Figures 5 and 6 below reflect total monthly ridership data reported by Metrolink by line through August 2023. Overall, Metrolink commuter rail ridership is up by approximately 12% in August 2023 compared to August 2022, with the Ventura County Line experiencing the most significant increase (24%), and the Riverside (12%), Orange County (12%), 91 Line (10%), San Bernardino (9%), Antelope Valley (8%), and Inland Empire-Orange County (IEOC, 4%) lines reflecting modest to low ridership increases. It is important to note that the August increases for all lines except for the IEOC Line are lower than they were for the preceding months. For example, Metrolink ridership overall increased 23% comparing March 2022 to March 2023 and 14% comparing April 2022 to April 2023.

**Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Year-Over-Year)**

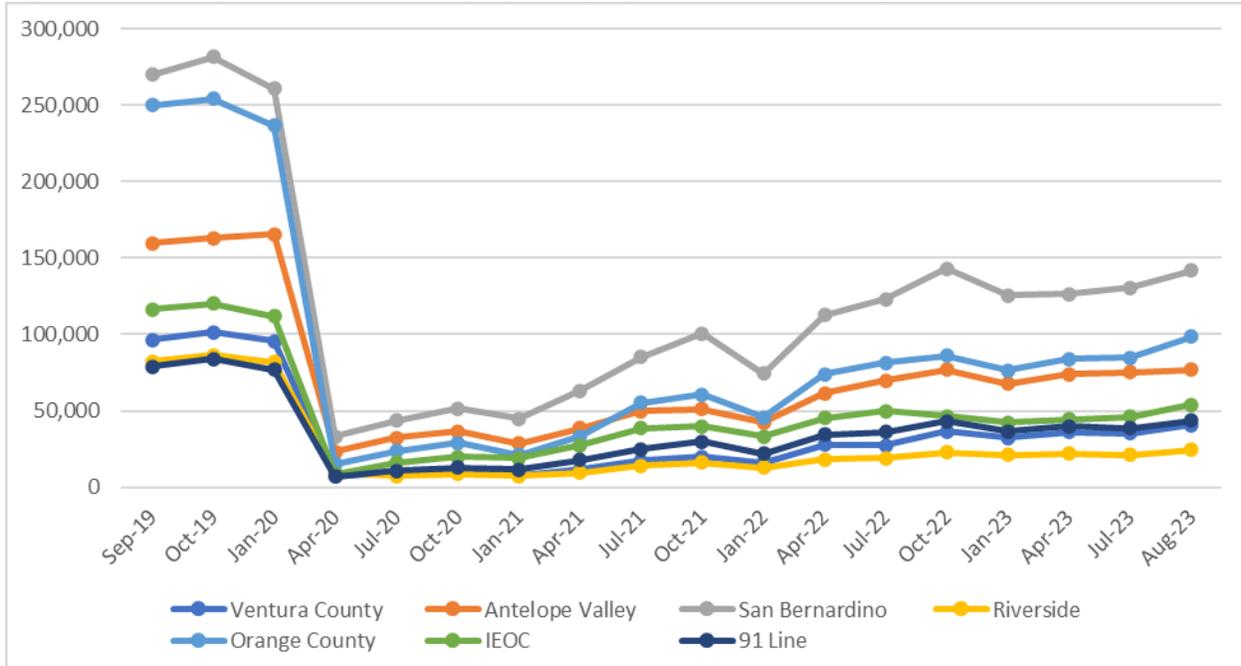


Source: Southern California Regional Rail Authority, as of August 2023.

In addition, total ridership is still 54% lower than it was pre-pandemic at this time (August 2023 compared to August 2019). Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.<sup>2</sup>

<sup>2</sup> Metrolink 2022 Customer Survey Staff Report: <https://d2kbo27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>

**Figure 6. Monthly Metrolink Ridership by Line (August 2019 to Present)**



Source: Southern California Regional Rail Authority, as of August 2023.

**American Public Transportation Association (APTA) Ridership Trends Dashboard**

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at <https://transitapp.com/apta>.

**NEXT STEPS:**

Staff will continue to provide updates for ridership trends using the NTD’s monthly adjusted data release as the data becomes available.

**FISCAL IMPACT:**

None.



# AGENDA ITEM 7 REPORT

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Stephen Fox, Senior Regional Planner  
(213) 236-1855, fox@scag.ca.gov

**Subject:** LOSSAN Rail Corridor Resiliency Subcommittee Update

**RECOMMENDED ACTION:**

Receive and File

**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 California State Senate Transportation Committee created a new subcommittee led by Senator Catherine Blakespear, representing coastal San Diego County, Dana Point, and Mission Viejo, to study the effects of coastal erosion on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor railroad right-of-way (ROW) and passenger train operations along the ROW stretching from San Luis Obispo to San Diego where the Amtrak Pacific Surfliner and Metrolink provide daily intercity and commuter rail services. The Southern California Association of Governments (SCAG) is an ex-officio member of both the LOSSAN and Metrolink Boards represented by SCAG President Art Brown. Senator Blakespear briefed Transportation Committee members in July 2023 on the subcommittee's proceedings. Since that time, the subcommittee held another hearing on August 15 and this staff report provides highlights from that hearing.*

**BACKGROUND:**

The LOSSAN passenger and freight railroad corridor is a 351-mile-long corridor connecting San Luis Obispo, Los Angeles, and San Diego. The Amtrak Pacific Surfliner and Metrolink commuter rail services operate on the corridor, as well as Amtrak long distance services. The official corridor name was created when stakeholders formed a management and planning Joint Powers Authority (JPA) in 1989 and the corridor included Los Angeles to San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo. The Amtrak Pacific Surfliner is managed locally by the LOSSAN Agency and is governed by a board of directors. Member agencies include:

- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- North County Transit District (NCTD)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- California Department of Transportation Division of Rail and Mass Transportation (DRMT) (ex-officio)
- Southern California Association of Governments (SCAG) (ex-officio)
- Amtrak (ex-officio)

The Pacific Surfliner is the second busiest service in Amtrak’s national network, only behind the Northeast Corridor, and moves nearly nine percent of Amtrak’s total national ridership. Before the COVID-19 pandemic, there were 13 daily round trips between Los Angeles Union Station and San Diego’s Santa Fe Depot, five round trips between Los Angeles and Santa Barbara and Goleta, and two daily round trips serving San Luis Obispo. Additionally, the Metrolink Ventura County, Antelope Valley, Orange County, 91/Perris Valley and Inland Empire/Orange County Lines operate on portions of the corridor as well.

Over the past several years, weather and erosion events have impacted and even arrested rail service in various locations along the corridor, most notably the Del Mar Bluffs in San Diego County and three different landside/erosion events in different locations halting service in San Clemente. Erosion is also happening where the ROW operates along the coast in Ventura and Santa Barbara Counties. Due to these events, the California State Senate has formed the Subcommittee on LOSSAN Rail Corridor Resiliency, which is charged with “working with rail stakeholders to identify and secure investment opportunities to remediate the coastal erosion issues and ensure the corridor is positioned to be a high-quality, transportation option for generations to come.” In addition to Chair Blakespear, other subcommittee members include Senator Monique Limón (Santa Barbara and Ventura Counties), Senator Josh Newman (Orange County), Senator Janet Nguyen (Orange County) and Senator Thomas J. Umberg (Orange County).

The subcommittee’s initial hearing was held on May 16, 2023, and included presentations from the LOSSAN Agency, OCTA, and SANDAG. The second hearing was held on August 15, 2023, and included an update on the stabilization work in San Clemente included details on the three stabilization efforts that have occurred over the last 22 months, which have come at cost of \$27.7 million to date. Darrell Johnson of OCTA described the lack of emergency construction work and funding procedures for publicly owned rail facilities. In response to this issue, the California

Transportation Commission has enacted a policy allowing for immediate funding allocations for emergencies impacting publicly owned rail facilities after Caltrans and other LOSSAN agency members declare an emergency. This agenda item also included discussion of OCTA's short- and medium-term engineering solutions study, and the intention for a long-term solutions study.

The hearing also featured a future threats discussion, featuring Dr. Julie Kalansky of the Scripps Institution of Oceanography, who described current and future climate change weather threats to the corridor. Notably, cliff retreat is affected by wave erosion at the base of the cliffs and rain and groundwater impacts the cliffs from above and within. Future projections indicate that extreme weather events and precipitation will increase in frequency, including monthly precipitation totals with more extreme atmospheric river events.

The subcommittee will hold additional hearings; however, the next hearing has not yet been scheduled. Video recordings of the first and second hearing including presentation materials can be accessed on the subcommittee's website: <https://stran.senate.ca.gov/slrcr>.

**NEXT STEPS:**

SCAG staff will periodically update the Transportation Committee regarding the LOSSAN Rail Corridor Resiliency Subcommittee's proceedings and other developments along the LOSSAN Corridor.

**FISCAL IMPACT:**

Staff work related to this project is included in the FY24 Overall Work Program (OWP) in project 140.0121.02 Passenger Rail Planning.



**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Regional Early Action Planning (REAP) 2.0 Program Update

**RECOMMENDED ACTION FOR EAC, CEHD, EEC, AND TC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

*In July 2023, SCAG's full REAP 2.0 application was approved by HCD, formally awarding \$246 million to SCAG. SCAG's REAP 2.0 program will sub-allocate a large portion of these funds to eligible entities in the SCAG region to implement Connect SoCal, our regional vision to address*

*transportation and land use strategies that help the region achieve sustainability goals. SCAG's REAP 2.0 program includes technical assistance programs and six Calls for Applications for funding opportunities. This report provides a progress update for SCAG's REAP 2.0 program.*

**BACKGROUND:**

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

SCAG's REAP 2.0 program combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Transportation Partnership Programs (TPP). The three major program areas in SCAG's REAP 2.0 program work together to meet the REAP 2.0 objectives and support implementation of SCAG's adopted Connect SoCal.

SCAG staff, under the direction of the policy committees, the EAC, and the RC, has had an extensive engagement process to develop a comprehensive REAP 2.0 program based on stakeholder input. Major milestones in the program development process include the following:

- February 3, 2022, the Regional Council (RC) authorized staff to apply for the REAP 2.0 advance funding to support outreach and program development, including hiring required limited-term staff.
- July 7, 2022, the RC adopted the REAP 2.0 Program Framework.
- October 6, 2022, the Executive/Administration Committee (EAC) reviewed the comprehensive REAP 2.0 Draft Proposed Budget.
- November 30, 2022, the EAC, on behalf of the RC, authorized SCAG to apply for the full REAP 2.0 funding and authorized the acceptance of the full REAP 2.0 funds.
- December 29, 2022, SCAG submitted the full REAP 2.0 application ahead of the December 31, 2022, deadline.
- June 27, 2023, SCAG received an award letter for the full REAP 2.0 allocation from HCD.

**EARLY PROGRAM INITIATIVES**

The Early Program Initiatives program area is focused on building capacity for planning innovation across the region through advancements in community engagement and partnerships, data driven decision making, and performance measurement and monitoring.

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### Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ)

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) Call for Applications was released on April 12, 2023. The program includes two project categories: Multimodal Communities projects will be funded through Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) and Housing and Land Use Strategies projects will be funded through REAP 2.0.

The Call for Applications closed on June 5, 2023, and SCAG received 17 applications totaling \$6.9 million in funding requests. In October, staff will bring the recommended award list of 11 projects, totaling over \$4.3 million to the Regional Council for approval. Specifically, SCAG staff will recommend five Multimodal Communities projects totaling almost \$2 million and six Housing and Land Use Strategies projects totaling \$2.3 million for award.

### Sub-Regional Partnership Program 2.0 (SRP 2.0)

The SRP 2.0 Program makes \$23 million available to sub-regional partners for eligible activities supporting member cities implementing housing element work plans and strategies for increasing affordable housing. The SRP 2.0 guidelines include the types of eligible activities and allocates a portion of the funding based on the amount of the RHNA received to each subregional partner to develop the programs available to its member cities. SCAG has received applications from 15 subregions in the region. While the proposed programs are being reviewed for compliance with the SRP 2.0 and REAP 2.0 program guidelines, the participating subregions are able to work with their member jurisdictions to identify and further develop the programs that will be included. This includes developing project work scopes and requests for proposals (RFP)s for consultants, all of which can occur in advance of and in preparation for executing the MOU which is anticipated to occur at the end of 2023 or early 2024.

### Call for Fellowship Providers Program

Through the Call for Fellowship Providers, SCAG seeks to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make meaningful positive impact in the SCAG region. The Call for Fellowship Providers will provide grants, as funding becomes available, to approved Fellowship Providers that will place students from local universities and/or professionals seeking to work on regional planning issues, expand their experience base, and contribute to the realization of Connect SoCal.

Fellows will support the implementation of REAP 2.0-funded projects: three fellows will support the delivery of Programs to Accelerate Transformative Housing (PATH) projects, two fellows will support the implementation of SCP CEEEJ projects; one fellow will support County Transportation Commissions as they develop transportation projects funded through REAP 2.0; one fellow will support efforts on mobility hubs in support of the Regional Pilot Initiative (RPI) program area,

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Mobility Hubs; and one fellow will support efforts on an universal basic mobility wallet program in support of the RPI program area, Mobility Wallets and Universal Basic Mobility.

Fellows will ideally be seeking to establish a career in and studying or bring professional experience in the areas of housing, urban planning, public administration, public policy, data science, health administration, business, public health, or related areas of study. The fellowship programs will help prepare the fellows for a future in the public sector.

SCAG released a call for Fellowship Providers on April 19, 2023 and closed the call on May 19, 2023. SCAG received two eligible applications from qualified fellowship providers. Qualified fellowship providers then competed for eligible funds from REAP 2.0. One fellowship provider was selected to fund a total of eight fellows for the upcoming year.

#### StreetLight Insight Web App Big Data Platform

Through SCAG's Regional Data Platform, SCAG is providing licenses to StreetLight's Insight Web App big data platform to public entities or academic institutions and organizations or consultants working with them in the six-county region. StreetLight's Insight Web App platform provides users access to anonymized, and aggregated travel and safety information, sourced from mobile data and sensors. This provides insights into travel behavior trends in an easy-to-use interface.

As of September 2023, SCAG has allocated 151 licenses to users throughout the region. Users can utilize the platform to support a wide variety of research, planning, and project analysis. SCAG staff have been supporting users with onboarding and offering technical assistance support, including hosting Toolbox Tuesday workshops.

#### **TRANSPORTATION PARTNERSHIP PROGRAMS**

The Transportation Partnership Programs (TPP) is comprised of two complementary programs that target investments towards critical mobility infrastructure– the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Partnership Program.

#### The County Transportation Commission (CTC) Partnership Program

The CTC Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On April 12, 2023, SCAG released the CTC Partnership Program Call for Applications. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. SCAG received a total of 37 project applications totaling over \$115 million. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. Project awards are split across three eligible project categories:

- \$35 million invested in projects that increase transit ridership;

- \$36 million invested in multimodal communities projects;
- \$9 million invested in projects to shift travel behavior

SCAG is developing agreements with the CTCs and expects to have executed Memorandums of Understanding (MOUs) by end of November 2023.

#### Regional Pilot Initiatives

The RPI Program is a \$15 million program focused on demonstrating innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots. Informed by extensive research, alignment with REAP 2.0 and Connect SoCal, and recommendations from existing SCAG plans and work products, SCAG has identified the following program areas:

1. Big Data Research
2. Accelerating Active Transportation
3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management Technology

SCAG is continuing outreach to further identify public partners and begin scoping projects and partnering arrangements. Projects will be brought to TC and RC through information items prior to the formal launch of individual projects.

#### **PROGRAMS TO ACCELERATE TRANSFORMATIVE HOUSING (PATH)**

PATH supports strategies to accelerate infill development leading to increased housing supply, choice, and affordability, affirmatively further fair housing, while also reducing VMT. The PATH program has three funding areas, which are the Housing Infill on Public and Private Lands Pilot Program (HIPP), Notice of Funds Available for Lasting Affordability (NOFA), and Regional Utilities Supporting Housing Pilot Program (RUSH). A summary for each funding area is provided below.

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

The HIPP Pilot Program makes \$8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. The Call for Applications opened May 10, 2023 and closed July 10, 2023. SCAG received a total of 23 applications totaling over \$14 million in funding requests. Proposed projects awarded include site assessments, site inventories, inclusionary housing programs and specific plans that seek to unlock lands for housing with diverse housing types. There are 11 projects recommended to receive the \$8 million in available funding; the award recommendations

are included in the October 5, 2023 CEHD Policy Committee and Regional Council agendas for approval. Following action by the Regional Council, staff will work with each awarded applicant to formalize the scope of work in advance of executing the MOU, anticipated to occur in early 2024.

#### NOFA for Lasting Affordability (NOFA)

The NOFA for Lasting Affordability provides \$45 million to support innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. SCAG released a competitive Call for Applications on June 7, 2023. The Call for Applications closed on July 31, 2023, and SCAG received 25 eligible applications totaling over \$139 million in funding requests. Currently, a selection panel is evaluating the applications and developing the recommendation. SCAG staff plans to bring the proposed funding award list to the CEHD Polity Committee and the Regional Council in November for approval.

#### Regional Utilities Supporting Housing Program (RUSH)

The Regional Utilities Supporting Housing (RUSH) program focuses on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. On Friday, April 28, SCAG hosted the Regional Utilities Supporting Housing (RUSH) Industry Forum, in partnership with PlaceWorks and the Urban Land Institute of Los Angeles (ULI/LA), to bring together thought leaders from Southern California and across the country and develop recommendations to implement the program.

The RUSH program released a Call for Applications on September 11, 2023, closing on November 6, 2023. This is a competitive Call for Applications, with an estimated budget of \$35 million available. Eligible applicants include cities, counties, Tribal Governments and public agencies with a role in housing production (within the SCAG Region). The RUSH Program Call for Applications will award funding for projects which meet the definition of infill in any of the following categories:

- Planning Projects – Plans, programs and green infrastructure plans to support increased utility capacity to support the residential development identified in housing elements.
- Capital Projects – Projects that address current and future utility restrictions for housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems to enable continued infill housing.

#### **PROGRAM ADMINISTRATION**

Building on the successes of the REAP 1.0 consultant bench, SCAG is developing a Request for Interest and Qualifications (RFIQ) to prequalify consultants and establish on call consultants to assist SCAG, its member jurisdictions, community-based organizations and other eligible entities to complete projects funded by REAP 2.0. This RFIQ is planned to be released in late September/ early October 2023.



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**NEXT STEPS**

Staff will provide regular updates to the Regional Council and Policy Committees on the REAP 2.0 program and any changes to the grant budget will be processed through SCAG's budget amendment procedures.

**FISCAL IMPACT:**

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



**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Jaimee Lederman, Senior Regional Planner  
(213) 236-1948, lederman@scag.ca.gov

**Subject:** Gas Tax Revenue Decline and Zero Emission Vehicle Transition

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*On September 7, 2023, the Joint Policy Committee (JPC) received a presentation on key elements of the draft Connect SoCal 2024 and recommended that the Regional Council authorize the release of the draft plan for public comment during their November 2nd meeting. The zero-emission vehicle (ZEV) transition and its implications for transportation finance was among several key issues discussed during the JPC. To further address the questions raised, staff has prepared this report summarizing and building upon previous presentations to the Transportation Committee on the financial plan for Connect SoCal 2024. A more detailed technical report will be available as part of the agenda packet for the November 2<sup>nd</sup> meeting.*

*It is important to understand that we are no longer looking forward to the coming ZEV transition, but that it is here, now. In California, the percentage of ZEVs as a portion of total registered vehicles has grown every year, with its largest percentage increase in 2022. Coupled with expanded ZEV options and high gas prices, ZEV sales nationally grew by 66 percent year over year in the second quarter of 2022, even as overall new vehicle sales declined. Further acceleration of this trend is promised as a result of California's Advanced Clean Cars II (ACCII), which was adopted in 2022 and requires that by 2035 all new passenger cars, trucks and SUVs sold in California are ZEVs. With this significant regulatory change, the California Air Resources Board estimates that nearly 49.3 percent of the vehicle miles traveled (VMT) will be ZEVs by 2035, growing to more than 92.5 percent of the VMT by 2050, the horizon-year for Connect SoCal 2024.*

*While the aggressive adoption of ZEVs advances the region's air quality and climate goals, ZEV regulations are rapidly accelerating the demise of the traditional gas tax as a viable source for transportation revenue. Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. Increases in conventional fuel efficiency and the adoption of zero emission vehicles will reduce overall fuel consumption. The financial plan assumes that reduction in fuel consumption during the Plan period will result in overall revenue loss of up to \$93 billion compared to 2019 fuel efficiency (state and federal combined).*

*The transition to a mileage-based user fee (MBUF) to address the waning viability of the gas tax has long been underway by policy makers, and significant steps have been taken at all levels of government to enact MBUF pilot programs to support the transition. SCAG was one of the first Metropolitan Planning Organizations (MPOs) in the state to call for a gas tax replacement and has assumed the transition of the gas tax to a new, sustainable source in the Regional Transportation Plan for the last decade. Recent acceleration of vehicle electrification increases this transition's urgency and centers support for a MBUF as a key priority to maintain a state of good repair for the current transportation system, while also setting the foundation for a more sustainable and equitable funding model to meet the region's growing needs.*

#### **BACKGROUND:**

##### **Transportation Funding from Fuel Excise Taxes Continue to Decrease**

Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. The Federal gas tax was last updated in 1993 and is not indexed to inflation. The revenues have historically been sustained by additional travel from population growth, while per-capita revenues have been steadily declining.

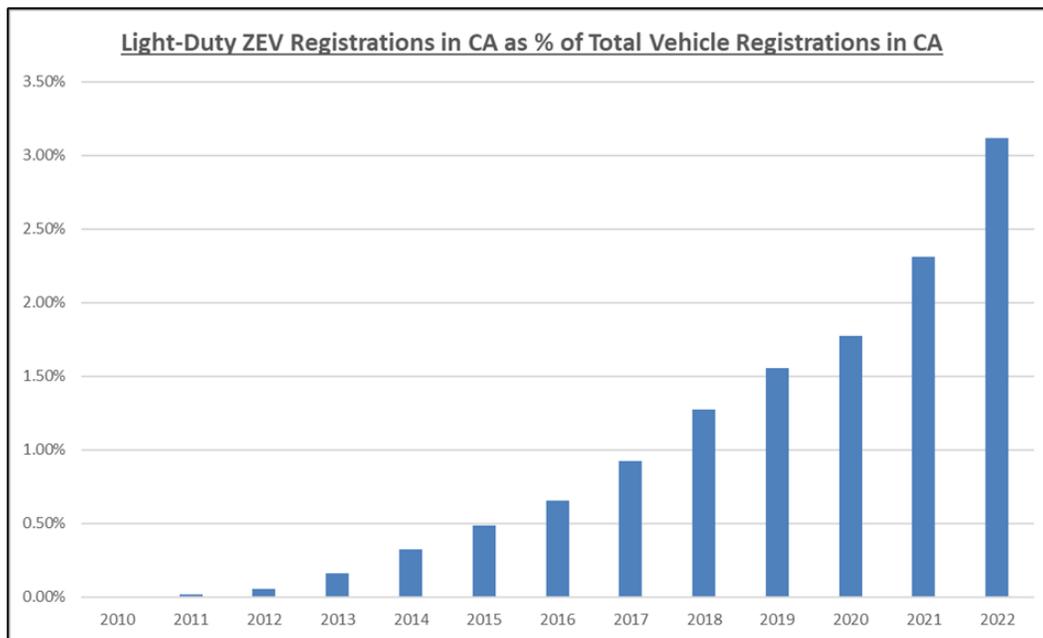
The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3 cent-per-gallon gasoline excise tax. The federal gas excise tax today is levied at the same nominal cent-per-gallon rates that they were in the fall of 1993, 30 years ago, and are not adjusted for inflation. If it had been adjusted to account for inflation, the current federal gas tax would be approximately 37-cents-per-gallon—more than double the current federal rate. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to make transfers from the General Fund to keep it solvent.

California Senate Bill (SB) 1 (2017) increased the level of state-imposed excise taxes and indexes these taxes to inflation using the statewide value of the Consumer Price Index. SB 1 also includes a supplemental yearly registration fee for alternative fuel vehicles beginning at \$100 in 2020 and similarly indexed. Still, SB 1 does not fully address the fuel tax-based revenue loss projected over

the course of the Plan due to increases in vehicle fuel efficiency and the increased adoption of alternative fuel and powered vehicles and resulting reduction in fuel consumption. Recent research found that the optimal annual fees to recover the loss revenues from zero emission vehicle (ZEV) penetration would range from \$241 (in 2021) upwards.<sup>1</sup>

**Zero Emission Vehicle Market Penetration Undermines the Gas Tax as a Viable Source of Transportation Funding**

It is important to understand that we are no longer looking forward to the coming ZEV transition, but that it is here, now. In California, the percentage of ZEVs as a portion of total registered vehicles has grown every year, with its largest percentage increase in 2022.



Federally, as part of the Inflation Reduction Act, Congress approved financial incentives (in the form of tax credits) to encourage consumers and governments to buy ZEVs, and these incentives will last until 2032 under the current bill. Coupled with expanded ZEV options and high gas prices, ZEV sales grew by 66 percent year over year in the second quarter of 2022, even as overall new vehicle sales declined.

<sup>1</sup> Theodora Konstantinou, Samuel Labi, Konstantina Gkritza, Assessing highway revenue impacts of electric vehicles using a case study, Research in Transportation Economics, Volume 100, 2023,101248, ISSN 0739-8859 (<https://www.sciencedirect.com/science/article/pii/S0739885922000737>)

**Connect SoCal 2024 Forecasts Significant Revenue Declines from ZEV Adoption**

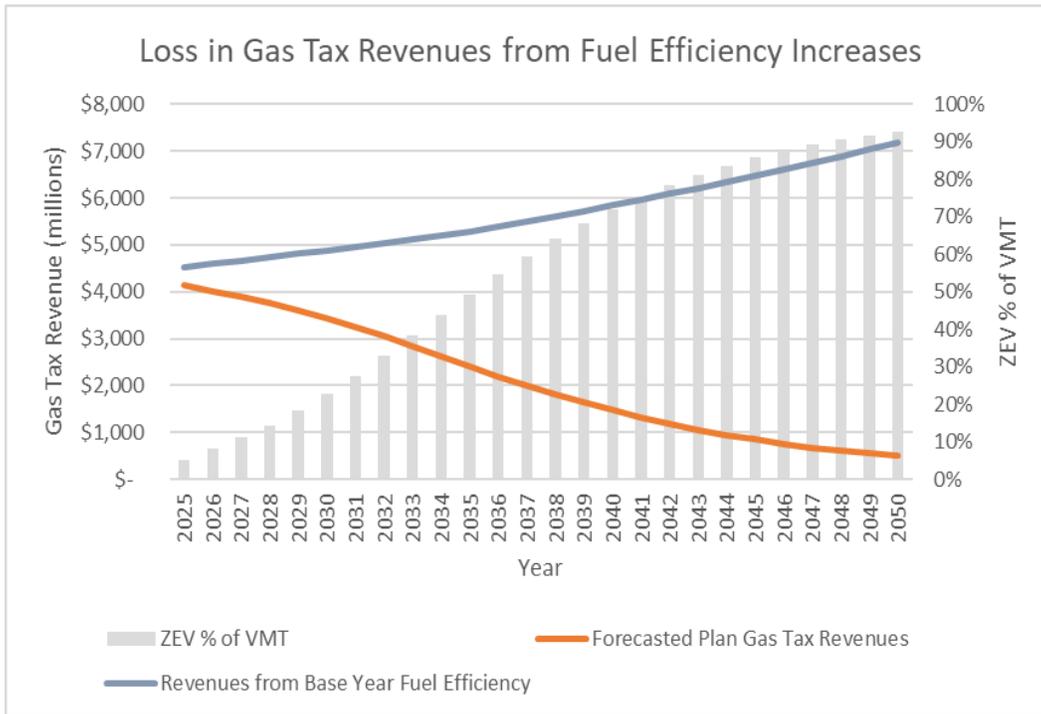
California’s Advanced Clean Cars II (ACCII) requires that by 2035 all new passenger cars, trucks and SUVs sold in California are zero emission vehicles. The chart below shows the state forecast of the percentage of new vehicle purchases that will be ZEV in each year leading up to the 2035 regulation.

Zero Emission Vehicle Purchase Share



To date, seven states have also adopted zero-emission vehicle regulations, and multiple automobile manufacturers have pledged to meet similar timelines to curtail traditional vehicle sales.

ZEV regulations will rapidly accelerate the demise of the traditional gas tax as a viable source for transportation revenue. Every EV that replaces a combustion engine vehicle contributes to significant revenue decline. Assuming the fleet mix resulting from the ACCII, overall revenue loss is up to \$93 billion over the life of the Plan compared to base year (2019) fuel efficiency (state and federal combined). As noted previously, the SB 1 supplemental yearly registration fee for alternative fuel vehicles only partially offsets the loss of fuel tax-based revenues. The chart below highlights the impact to gas tax revenues from ZEV market penetration, and does not include supplemental registration fees.



**Increasing Costs over the Plan Period Present Further Challenges**

The critical need to find alternative revenue sources to replace the gas tax is further exacerbated by increases in the underlying drivers of the cost of building and maintaining the transportation system.

Looking forward, Connect SoCal forecasts a decrease in purchasing power of transportation revenue sources due to cost escalation. The SB 1 CPI adjustment factor provides significant revenue over the life of the Plan, but is not enough to maintain purchasing power as construction materials, labor and other costs are projected to grow at a higher rate than inflation. For transportation capital needs, including rehab and replacement needs for system preservation and maintenance, long-term inflation is projected to grow at 2.3 percent annually, while capital costs are projected to grow at 4.7 percent, based on historical trends. This means a decline in purchasing power of CPI-indexed transportation revenue sources by over 70 percent by the end of Plan period.



As freeway expansion wanes, more costs will shift to system preservation and operations, and we expect these costs to increase over time due to multiple factors. Overall, our region, and the nation, are challenged to maintain a state of good repair of transportation system assets. The compromised condition of our roadways, bridges and transit infrastructure is due to years of underfunding our preservation needs. The ever-increasing backlog of deferred maintenance, and the significantly greater cost to rehabilitate assets compared to maintaining assets currently in a state of good repair, means that our needs will continue to grow at the same time as our primary transportation funding source dwindles.

**What Does This Mean for Your Community?**

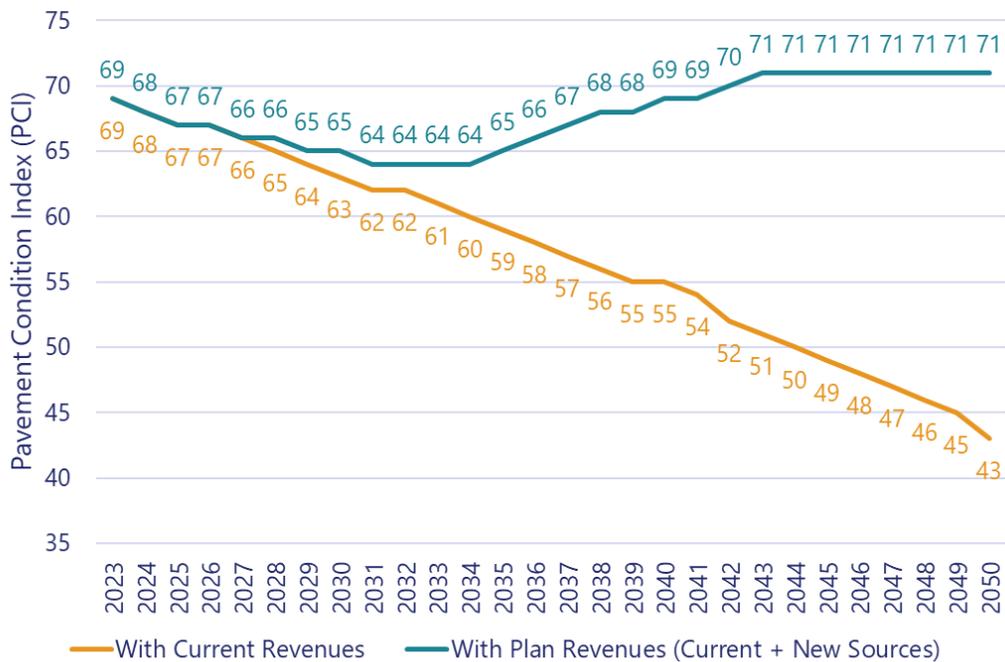
As revenues from the gas tax continue to decrease, the SCAG region cannot keep up with the needs of our current transportation system, let alone plan for investment in innovative mobility. Our region struggles to maintain a state of good repair on local streets and roads, as well as other modes.

The SCAG region is currently failing to attain a state of good repair for our local streets and roads, currently averaging a Pavement Condition Index (PCI) value of 69. As gas tax revenues continue trends to decline towards the ZEV mandate, the region is forecasted to average a PCI of 43 by 2050, a grade of “poor”, if we continue to rely on traditional revenue sources.



SCAG considers this a critical issue that endangers the region’s progress towards economic, mobility and safety goals. Unfortunately, due to significant funding limitations, the condition of our roadways has progressively worsened over time and will continue to worsen without significant investments. Connect SoCal 2024 prioritizes investment of revenue from new funding sources to improving and preserving the condition of regionally significant local streets and roads. Even with an investment of \$87 billion in new sources assumed in Connect SoCal 2024, an increase of \$30 billion over the 2020 Plan, we are still barely maintaining local streets and roads at a PCI of 71, just over the threshold for a state of good repair.

### Regional Average PCI Projections

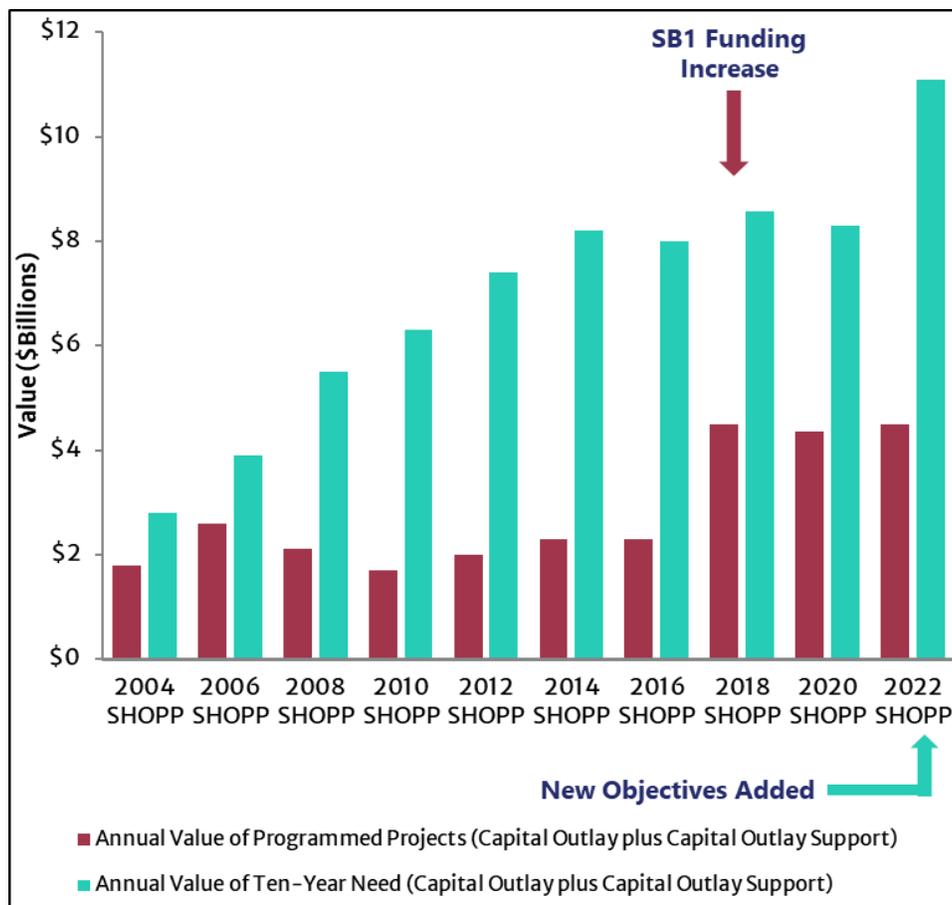


Similar challenges with meeting operational needs and maintaining a state of good repair extend to all surface transportation modes.

For transit and passenger rail, post-COVID service levels remain lower, and many operators are still working toward pre-pandemic service. Escalating labor costs and costs to maintain transit rider safety are presenting transit agencies with further challenges as they work to add service. Transit agencies benefited from large-scale federal operating support during the pandemic from a series of one-time federal stimulus funding bills that partially compensated for increased costs and decreased farebox revenues. The recent surface transportation funding bill (the Infrastructure Investment and Jobs Act (IIJA) increased transit funding over previous legislation but does not rise

to the level of support in the stimulus bills. Additionally, the 2018 Innovative Clean Transit Rule mandates the purchase of zero-emission buses (ZEBs) by transit agencies, which are more expensive than the current fleet. Beginning in 2029, 100 percent of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040.

For state highways, passage of SB 1 provides a needed down payment, but viability of the State Highway Account remains another critical issue—State Highway Operation and Protection Plan (SHOPP) funds less than half of state highway maintenance, safety, and rehab 10-year needs. SHOPP needs were updated in this cycle to include additional resiliency needs, increasing the shortfall in available funding to address system preservation.



**Connect SoCal 2024 Funding Strategies**

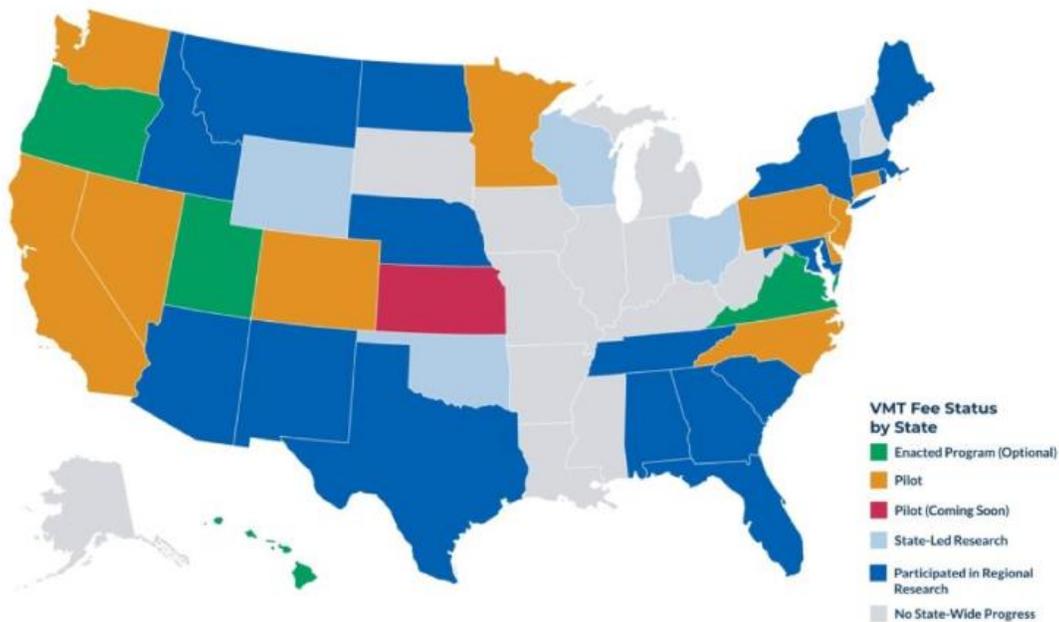
A transition toward a mileage-based user fee (MBUF) system would address the challenges outlined above. Foremost, it would address the critical shortage in traditional transportation funding sources

from fuel efficiency gains and ZEV adoption by replacing the gas tax with a new and sustainable source of funding.

The strategy to shift to a mileage-based user fee is not unique to the SCAG region or California and is seeing growing support nationally at the federal and state level. Federally, support for studying a mileage-based user fee was expanded by the recent IIJA federal legislation, and USDOT is now required under the Act to carry out a nationwide road user charge pilot program. The IIJA additionally continues grant support through the Strategic Innovation for Revenue Collection program, and expands eligibility over previous grant programs to include MPOs and local governments. SCAG has been an active supporter of the national program, and this recent expansion will allow SCAG to potentially further work supporting an equitable transition to a mileage-based user fee in the SCAG region.

The map below shows that most states are exploring a transition to a mileage-based fee to address the fundamental issues inherent in the gas tax.

Map of State Research, Pilots, and Programs



California has already made considerable progress studying a statewide MBUF program. SB 1077 required California to study the potential for a MBUF as an alternative to the gas tax, and the state conducted a nine-month statewide pilot with 5000 participants in 2017. The California Road Charge

Program, as it is officially known, had 85 percent participant satisfaction, and 73 percent of participants found a MBUF more equitable than the gas tax. Caltrans has continued to pursue further feasibility studies for road charge implementation, including exploring how a road charge would work with ridesharing, EVs, and autonomous vehicles, and is planning further piloting of revenue collection mechanisms. Caltrans is also part of RUC America, a consortium of states studying the integration of road user charges across state lines.

A MBUF is levied on the number of miles traveled by an individual vehicle and could directly link usage to transportation spending (similar to existing express lanes in the SCAG region). In the long-term, a usage-based funding system could help allocate resources to maintain and preserve the system. As currently structured, transportation funding is often restricted to a particular dedicated purpose, either for a particular mode, or exclusively for capital or operations), and often time makes it difficult to secure adequate funding to support ongoing maintenance and preservation of capital projects. Spending restrictions limit the ability of local jurisdictions to meet local needs, and will require long-term shift in funding sources and regulations.

A MBUF can address a myriad of existing transportation inequities inherent in our current system, and have the potential to increase equitable mobility if implemented as part of a carefully-designed program of transportation improvements. Currently, ZEV drivers are not paying the same for system usage as drivers of conventional vehicles, an inequity that would be rectified by a MBUF. Additional work by SCAG as part of the Connect SoCal equity analysis demonstrates that a MBUF would not penalize low-income and rural drivers in the SCAG region, who tend to drive less fuel-efficient vehicles. Our work over the past several years has centered equity as a key component of any potential future user charge program. At the core of this strategy is to think about user charges more holistically—not just about roads, but about how pricing is a tool to improve the entirety of the system and how it works together. Connect SoCal 2024 assumes the replacement of the federal and state gas tax with a MBUF by 2035 providing options for countywide measures to augment the federal and state user-fee, as has historically been pursued through California’s network of Self-Help Counties.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2023-2024 Overall Work Program (015.0159.01: RTP Financial Planning).



**AGENDA ITEM 10**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Annie Nam, Deputy Director  
(213) 236-1827, Nam@scag.ca.gov

**Subject:** Transportation Committee Outlook and Future Agenda Items

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The draft Policy Development Framework (“Policy Framework”) for Connect SoCal 2024 was presented to the Transportation Committee (TC) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month TC Outlook, to realize the goals and discussions committed to in the Policy Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. For FY2024, the TC Outlook reflects outcomes of the 2023 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.*

**BACKGROUND:**

**Policy Development Framework for Connect SoCal 2024**

The draft Policy Framework for Connect SoCal 2024 was presented to the TC on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. The Policy Framework is intended to facilitate the engagement of SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in Connect SoCal 2024. In furtherance of the adopted Policy Framework, staff developed “Committee Outlook” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

## Transportation Committee Outlook and Framework

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff updated the Outlook for the Transportation Committee (TC) for FY2024.

The Outlook organizes content into three programmatic areas:

- 1. Connect SoCal:** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. The FY2024 Outlook summarizes the items that will be coming before the TC that is related to the development of Connect SoCal 2024.
- 2. Local Assistance Program:** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Programs that will be highlighted through the TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0) along with milestone updates, with a focus on the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Program; the Last Mile Freight Program; the Future Communities Pilot Program; and the Go Human Program, amongst others.
- 3. Regional Updates:** This programmatic area will focus on updates and approvals, such as the Trade Corridor Enhancement Program, Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant and Carbon Reduction Program. Committee members may also recommend other policy topics for exploration.

The Committee Outlook is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees through April 2024. The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended *by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the TC and the considerations noted above.*



**FISCAL IMPACT:**

Work associated with this item is included in the FY 2024 Indirect Cost Program (810.0120.20: Planning Policy Development).

**ATTACHMENT(S):**

1. PowerPoint Presentation - TC Outlook

# Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
July	<ul style="list-style-type: none"> <li>Transit Target Setting (R&amp;F)</li> <li>Connect SoCal 2024 Outreach Update</li> </ul>	<ul style="list-style-type: none"> <li>REAP 2.0 CTC Partnership Program Project Selection</li> <li>REAP 2.0 Regional Pilot Initiatives Program Framework</li> <li>GO Human Community Hubs: Project Award List Highlight</li> </ul>	<ul style="list-style-type: none"> <li>LOSSAN Rail Corridor Resiliency Subcommittee Update</li> </ul>
Sept	<b>Joint Policy Committee: Connect SoCal 2024 Draft Plan Review</b>		
Oct-Dec	<ul style="list-style-type: none"> <li>Connect SoCal 2024: Release of Draft for Public Review and Comment</li> <li>2025 FTIP Guidelines</li> <li>Clean Technology Compendium Findings</li> <li>SCAG Mobility Hub Strategy</li> <li>Advanced Air Mobility</li> <li>Highways to Boulevards Regional Study</li> <li>Guest Speaker Series: Smart Freeways</li> </ul>	<ul style="list-style-type: none"> <li>Acceptance of CPUC Local Agency Technical Assistance (LATA) Funds</li> <li>Future Communities Pilot Program Update</li> <li>Smart Cities &amp; Mobility Innovations (SCP Call 3) Update</li> <li>Climate Pollution Reduction Grants Update</li> <li>Go Human Program Overview/Highlights/Success</li> <li>Carbon Reduction Program: CTC Program Guidelines &amp; Call for Projects</li> </ul>	<ul style="list-style-type: none"> <li>TC 12 Month Agenda Outlook</li> <li>Trade Corridor Enhancement Program (TCEP)/SB 671 Update (R&amp;F)</li> <li>CMAQ/STBG/CRP MOU with County Transportation Commissions (R&amp;F)</li> </ul>

# Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Mar	<ul style="list-style-type: none"> <li>Connect SoCal 2024: Summary of Comments and Revision Approach</li> <li>Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings</li> <li>Transportation Pricing &amp; Incentives Joint MPO Research Update</li> <li>Comprehensive Goods Movement Plan Update</li> <li>Guest Speaker Series: Replacing the Gas Tax</li> <li>Guest Speaker Series: Congestion Pricing &amp; Equity</li> <li>Guest Speaker Series: Mobility Hubs</li> <li>Clean Technology Compendium Findings</li> </ul>	<ul style="list-style-type: none"> <li>Curb Space Management Update (R&amp;F)</li> <li>Carbon Reduction Program: CTC Program Project Selection</li> <li>Last Mile Freight Program Update</li> <li>Broadband LATA Update</li> <li>SCAG ATP Cycle 7 Regional Program &amp; AT&amp;S Sustainable Communities Programs Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Metrolink Transit Oriented Development (TOD) Study</li> <li>Broadband Permit Streamlining Report Findings</li> <li>EV Oasis Project Update</li> <li>REAP 2.0 Regional Pilot Initiatives Program Update</li> </ul>
April	<ul style="list-style-type: none"> <li>Connect SoCal 2024: Final Adoption</li> <li>Proposed Final Transportation Conformity Analysis for Connect SoCal 2024</li> <li>Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR (R&amp;F)</li> </ul>		<ul style="list-style-type: none"> <li>LOSSAN Rail Corridor Resiliency Subcommittee Update (R&amp;F)</li> </ul>
May	<b>General Assembly</b>		
June	<ul style="list-style-type: none"> <li>Connect SoCal 2024: Implementation Strategies</li> </ul>	<ul style="list-style-type: none"> <li>REAP 2.0 CTC Partnership Program Update</li> <li>REAP 2.0 Regional Pilot Initiatives Program Update</li> </ul>	<ul style="list-style-type: none"> <li>Smart Cities Vision Plan Update</li> </ul>

Attachment: PowerPoint Presentation - TC Outlook 2spp (Transportation Committee Outlook and Future Agenda Items)



**AGENDA ITEM 11**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Marisa Laderach, Senior Regional Planner  
(213) 236-1927, laderach@scag.ca.gov

**Subject:** Smart Cities Update: Future Communities (FCPP) & Mobility Innovations  
(SCP Call 3)

**RECOMMENDED ACTION:**

Information Only

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The purpose of this staff report and presentation is to provide an update on two programs at SCAG, namely, the Future Communities Pilot Program (FCPP) and the Sustainable Communities Program (SCP) "Call 3" for Smart Cities & Mobility Innovations (SCMI). The FCPP is funded through a partnership with the Mobile Source Air Pollution Reduction Committee (MSRC) with the goal of supporting city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. The FCPP pilots have demonstrated considerable reductions in VMT and greenhouse gas (GHG) emissions, yielding valuable insight into these strategies. The FCPP experienced significant disruption caused by the COVID-19 pandemic, but a final report will be ready at the end of 2023. The SCMI was developed to support projects that provide practical, relevant strategies for meeting SB 375 GHG reduction targets and queue jurisdictions for future funding opportunities. The projects under the SCMI are underway with three recently completed projects and the remaining to be completed in 2024. The focus of these findings revolves around strategies concerning parking, curb utilization, and accessibility.*

**BACKGROUND:**

The Future Communities Pilot Program (FCPP) was approved by the Regional Council on February 7, 2019 and was designed to support city and county agencies in the implementation of innovative

pilot projects aimed at reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. These objectives were achieved through the enhancement of municipal operations, utilization of new technologies and developing enhanced data analytics. Since 2018, SCAG has collaborated with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District (SCAQMD) to implement the FCPP. However, pilot projects encountered numerous setbacks and delays, primarily attributed to the pandemic. Challenges have varied in severity, encompassing issues such as staff shortages, disruptions in the supply chain, and the necessity for revisions to contract scopes. Despite the challenges faced, the MSRC has approved three program timeline extensions, providing critical, additional time to complete implementation and evaluation.

1. San Bernardino: The San Bernardino County pilot, which allowed County Sheriffs to submit, and process warrant applications online, resulted in substantial reductions in VMT since its implementation. In a one-year timeframe, the County achieved a reduction of over 250,000 miles in VMT, effectively doubling their initial VMT reduction target.
2. Riverside: The City of Riverside's online planning and permitting portal achieved monthly savings of more than 6,000 VMT every month and experienced a 700% increase in usage upon implementation. This increase has translated into approximately 350 fewer trips to City Hall each month.
3. Glendale: The City of Glendale pilot, which marked the first-ever optimization of refuse collection routes in the City's history, yielded a 13% reduction in overall VMT across all routes. Specifically, it resulted in a reduction of 50 weekly trips to the dump. Furthermore, the project contributed to a decrease in municipal operating costs and reduced wear and tear on the refuse fleet.
4. Monrovia: The City of Monrovia's bikeshare pilot successfully engaged over 500 new bicyclists, providing valuable insights into user preferences and behaviors. The program also offset thousands of trips that would have typically been taken by single occupancy vehicles, with the majority covering short distances of 3-4 miles on average.

The Los Angeles Department of Transportation (LADOT) is in the process of assessing the BlueLA electric carshare program and key performance indicators. Ontario is drafting their final report on the implementation of smart trash bin sensors, shared electric scooters, and fiber broadband. Cerritos is in the final stages of integrating their online permitting system, while Anaheim has successfully incorporated wayfinding signage and real-time parking metrics into their parking gap.

The final report for the FCPP is set for completion by December 31, 2023, and results for all pilots will be available in January 2024.

On July 1, 2022, the Regional Council approved the 2020 Sustainable Communities Program (SCP) “Call 3” award recommendations and authorized staff to initiate the projects. Call 3 is centered on Smart Cities & Mobility Innovations (SCMI), emphasizing curb use, parking management, and the integration of technology. Of the eight projects under this initiative, three are completed as of September 2023 and five are ongoing, with most anticipated to conclude by spring 2024. One exception is the SGVCOG project, which extends into FY25. These projects serve a crucial role in the SCAG region, as they align and implement innovative strategies from the region’s Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, including concepts for smart cities, go zones, and shared mobility/mobility as a service.

To date, three projects have been finalized, which key findings detailed below, accompanied by a list specifying expected completion dates.

1. Desert Hot Springs: The parking management plan addresses the expected growth and expansion in the Downtown and Industrial Cannabis districts. Proposed policies include the removal of minimum parking requirements, the establishment of a parking benefit district, and the formation of a parking management team, along with other strategies.
  
2. Garden Grove: The curb data study primarily addressed parking related impacts, given the noticeable parking challenges in various neighborhoods. With anticipated future residential growth, these parking issues are likely to increase in intensity. Suggested measures include the establishment of a Residential Parking Permit (RPP) district, the development of transportation demand management (TDM) requirements for new residential projects and transportation improvement fees for new developments.
  
3. Laguna Woods: The City’s Mobility Technology Plan prioritizes increasing accessibility for older residents and outlines a framework for an autonomous vehicle (AV) pilot program. The Plan provides comprehensive information on essential transportation and communication infrastructure, key performance indicators, the best practices for launching the pilot program within Laguna Woods. Additionally, it offers a toolkit for other cities interested in replicating the program.

Project No.	Jurisdiction	Project	End Date
1	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan	9/30/23
2	City of Garden Grove	Garden Grove Curb Data Study	9/30/23

3	City of Laguna Woods	Laguna Woods Mobility Technology Plan	9/30/23
4	Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management	12/31/23
5	City of Long Beach	Long Beach Curb Space Management Study	12/31/23
6	City of Stanton	Stanton Citywide Curb Management Plan	12/31/23
7	City of Rialto	Smart Cities Plan for Warehousing and Logistics	2/28/24
8	San Gabriel Valley Council of Govts	GoSGV Engagement & Evaluation	12/31/24

The SCP SCMI projects will continue throughout the fiscal year, culminating with the last project on December 31, 2024. For questions or further details regarding the FCPP or SCP SCMI, please contact Marisa Laderach, Senior Regional Planner, at [laderach@scag.ca.gov](mailto:laderach@scag.ca.gov).

**FISCAL IMPACT:**

Staff’s work budget for the FCPP is included in the Overall Work Program (OWP) for fiscal year 2023-2024 under the project numbers 280-4824.02 and 280-4824.03. Staff work for the SCP SCMI is included in the OWP under 275-4882.02 and 275-4892.01.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Smart Cities Update Future Communities and Smart Cities & Mobility Innovations



# Smart Cities Pilots and Projects Update

October 5, 2023

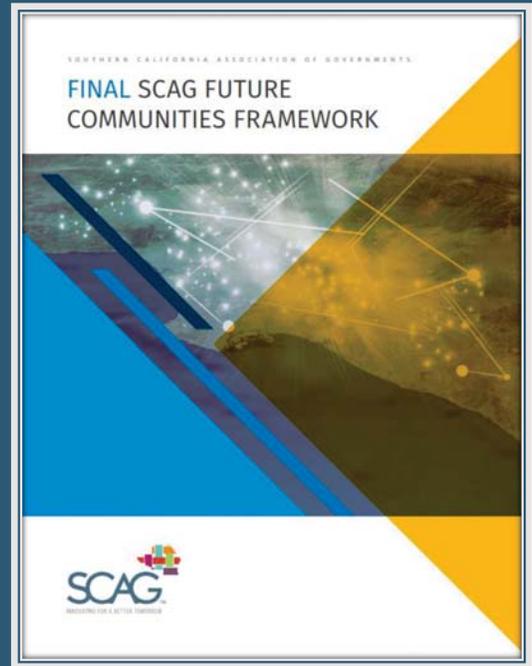
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## A BRIEF OVERVIEW: FUTURE COMMUNITIES PILOT PROGRAM (FCPP)

## The FCF & The FCPP

- The FCPP originated in the **Future Communities Framework (FCF)**, adopted by SCAG's regional council in 2017
- The **Framework** supports SCAG's role as a leader in technology
- The FCF outlines several program areas and work products:
  - **The Regional Data Platform (RDP)**
  - **The Future Communities Pilot Program (FCPP)**



## The Future Communities Pilot Program (FCPP)

- Program value of \$4M dollars
- Project goals:
  - **Apply new technologies and data analytics to reduce VMT & GHG**
  - **Improve the efficiency of municipal services**
  - **Promote replicable pilots in the region**
- Aligns with SCAG's long-range planning (RTP/SCS 2020 policies)
- Project work began in 2019 but was significantly disrupted by the Covid-19 pandemic



## Ongoing FCPP Pilots

Agency	Project	Funding	Objective	Timeline for Completion
<b>City of Anaheim</b>	Smart Center City	\$197,000	<ul style="list-style-type: none"> <li>Integrate real-time parking guidance with the ATN transit planning and ride hailing mobile application (FRAN)</li> <li>FRAN: "Free Rides Around the Neighborhood" electric shuttle fleet</li> </ul>	11/30/23
<b>City of Cerritos</b>	Remote Services Enhancement Project	\$211,000	<ul style="list-style-type: none"> <li>Develop an online permitting and licensing software program offering online self-service, 24/7 real-time information, and record access</li> </ul>	11/30/23-2/28/24* <small>*continues with other funding sources</small>
<b>City of Los Angeles</b>	BlueLA Electric Carshare	\$500,000	<ul style="list-style-type: none"> <li>Evaluate VMT/GHG reduction from the BlueLA fleet while surveying users for carshare preferences</li> </ul>	11/30/23
<b>City of Ontario</b>	Smart City Rapid Validation Hub	\$418,200	<ul style="list-style-type: none"> <li>Implement broadband, micromobility, and intelligent trash bin infrastructure downtown</li> </ul>	11/30/23

## Completed FCPP Pilots

Agency	Project	Funding	Objective
<b>City of Glendale</b>	Route Optimization and Fleet Telematics	\$76,813	<ul style="list-style-type: none"> <li>Update older street sweeping and garbage collection routes to reduce VMT, GHG, and congestion</li> </ul>
<b>City of Monrovia</b>	Incentivizing Bikeshare	\$500,000	<ul style="list-style-type: none"> <li>Encourage mode shift behavior</li> <li>Incentivize bikeshare participation</li> <li>Partner with local businesses for zero-emission delivery services</li> </ul>
<b>City of Riverside</b>	Integrated Electronic Plans Solution	\$499,700	<ul style="list-style-type: none"> <li>Establish an online development permit process that coordinates review through eight city departments, dozens of blueprints, and multiple rounds of review</li> </ul>
<b>County of San Bernardino</b>	Remote Electronic Warrants	\$297,242	<ul style="list-style-type: none"> <li>Upgrade the County's after-hours online system to a fully scalable, 24/7 platform to process warrant applications virtually</li> </ul>



## RESULTS

Results from the four completed pilot projects.

Results

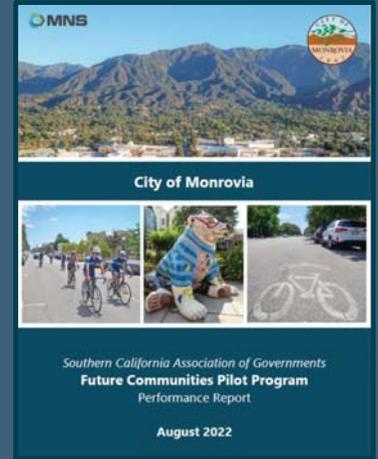
### City of Glendale's Route Optimization Program

- Trash and recycling routes had a 13% overall decrease in VMT
  - 50 fewer journeys to the dump each week, significant reduction in air pollution
- The program maximized the existing fleet to reduce the need for additional staff or trucks
  - Positive key performance indicators for resource utilization and efficient municipal operations



## City of Monrovia's "Biking for Bucks" Bikeshare Program

- Incentivized bicycle ownership for City residents and employees
- Assisted 503 applicants, including 44 low-income applicants, with purchasing bikes or critical accessories
  - The program had the capacity for 564 participants with a resource utilization rate of 89%
- The applicants were then asked to complete surveys and track their bicycle trips using an Activity Tracker
  - Surveys received modest response rates (46% and 61%, respectively)
- Overall monthly VMT reduction of approximately 3,000 miles
  - Resulted in the removal of ~1,064 pounds of GHG emissions
  - SOV trips replaced by biking were on average 3-4 miles long
- The program provided valuable insight into bikeshare preferences and behaviors, plus best practices for future programs



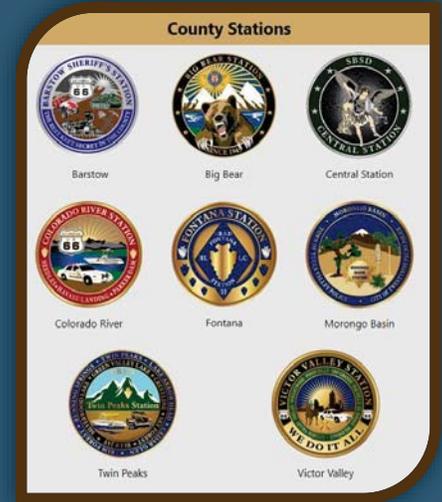
## City of Riverside's Integrated Electronic Plans Solution

- Developed an online software that allows all community development-related permits and applications to be submitted entirely online
- Online permit submissions increased 700% after implementing the new implementation portal
- Each online application submittal removed, on average, three trips to City Hall
- Results
  - Overall monthly VMT reduction of approximately 6,200 miles
  - Eliminated a total of 348 trips/month to City Hall
  - Eliminated 228 gallons of gasoline consumed/month
  - Resulted in the removal of ~4,273 pounds of GHG emissions



# San Bernardino County's Remote Electronic Warrants Program

- Developed a user-centric software program that allows officers and judges to remotely submit, review, sign and store warrants reducing the need to travel for court approval
  - Prior to online warrant submission platform, sheriffs were required to travel far distances to county courthouses
- As the geographically largest county in the US and California, VMT savings are significant
  - Originally estimated to remove 150,000 VMT/year but the program removed over 250,000 miles, double the anticipated VMT/year
  - Eliminated over 35,000 trips to courthouses within the county



## A BRIEF OVERVIEW: SUSTAINABLE COMMUNITIES PROGRAM (SCP) "CALL 3"

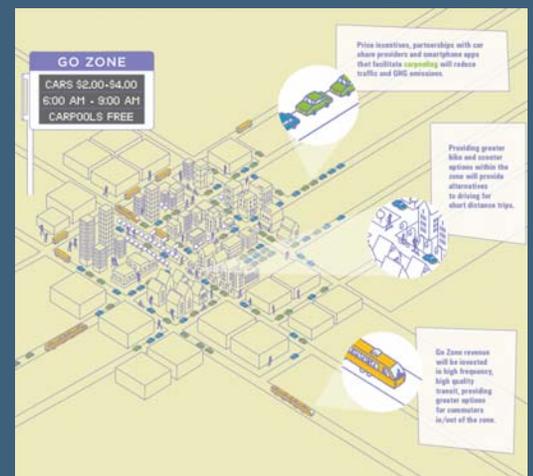
## 2020-2021 Sustainable Communities Program (SCP)

- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides multiple opportunities to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
  - **Call 1: Active Transportation & Safety (AT&S)**
  - **Call 2: Housing & Sustainable Development (HSD)**
  - **Call 3: Smart Cities & Mobility Innovations (SCMI)**
  - **Call 4: Civic Engagement, Equity & Environmental Justice (CEEJ)**



## The Smart Cities & Mobility Innovations (SCMI) Call for Projects, "Call 3"

- The Smart Cities & Mobility Innovations Call seeks to explore implementation of three Connect SoCal Key Connections:
  - **Smart Cities & Job Centers**
  - **Go Zones**
  - **Shared Mobility & Mobility as a Service**
- Awarded jurisdictions emphasized the use of technology and innovation by implementing curb space management measures.



## The Smart Cities & Mobility Innovations (SCMI) Call for Projects, "Call 3"

- Cities have been struggling with issues related to on-and off-street parking, congestion, first-last mile connections, etc. Data and **the reliable assessment of curb use** have become essential to finding solutions.
- Call 3 seeks to **develop best practices** in curb space management that support sustainable mobility, equitable accessibility, small businesses, and the local economy
- The program integrates **emerging equity considerations** such as the relationships between the use of transit and transportation network companies, especially in disadvantaged communities, and the potential for optimizing curb space management through asset valuation



## Smart Cities & Mobility Innovations Project Types



Curb Space Data  
Collection &  
Inventory



Technology  
Assessment or  
Adoption Plan



Parking  
Management  
Plan

## Smart Cities & Mobility Innovations Awards

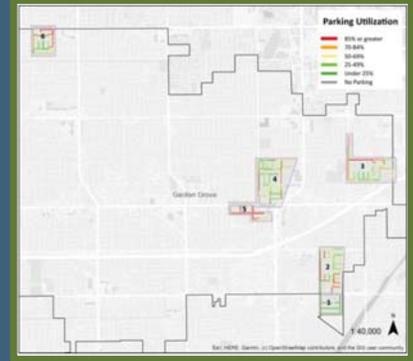
- Total Funding Awarded: \$2.5M
- Program concludes 6/30/24\*
- Awarded Projects:
  - **City of Rialto:** Smart Cities Plan for Warehousing and Logistics
  - **City of Los Angeles:** Curb Zone Data Inventory for Digital Curb Management
  - **City of Long Beach:** Curb Space Management Study
  - **City of Stanton:** Citywide Curb Management Plan
  - **San Gabriel Valley Council Of Governments:** GoSGV Engagement & Evaluation\*
    - \*Consultant contract for SGVCOG extended to 12/31/24
  - **City of Desert Hot Springs:** Downtown and Light Industrial Parking Plan
  - **City of Garden Grove:** Curb Data Study (parking related)
  - **City of Laguna Woods:** Mobility Technology Plan



## RESULTS

Results from two of the awarded projects.

## City of Garden Grove Curb Data Study



- Analyzed and quantified current residential parking and access challenges, needs, and opportunities in six study areas
- Many areas in the City have a street parking utilization that exceeds 85%, indicating accessibility obstacles and the need for parking demand management interventions
- Menu of planning and policy options to address existing and future parking issues included:
  - Continuing efforts to increase enforcement of existing parking regulations
  - Exploring a process for establishing Residential Parking Permit (RPP) districts only after current regulations are enforced and realistic RPP goals and limitations have been agreed to and communicated
  - Facilitating shared parking agreements
  - Establishing transportation demand management (TDM) requirements for new residential developments of a certain size
  - Implementing a comprehensive Traffic Reduction and Transportation Improvement Fee for new developments

## City of Desert Hot Springs Downtown & Light Industrial Parking Plan

- Project analyzed current parking and access needs for the Downtown and Industrial Cannabis Area districts to plan for future growth
- Focused on parking supply and demand quantification, land use patterns, and available shared mobility services
- Short-term and long-term strategies include:
  - Repeal minimum parking requirements
  - Facilitate shared/public parking and discourage unshared parking
  - Invest in new parking technologies
  - Create a parking benefit district
  - Prepare and expand the management of public parking



# City of Laguna Woods Mobility Technology Plan

- Serves as a roadmap for an autonomous vehicle (AV) pilot program with opportunities to apply the same framework to other municipalities
- Plan identifies innovative technology to support lifelong mobility, particularly for older adults and persons with disabilities
- Phased Approach:
  - **Phase 1 (Preparation for Mobility Improvements):** The physical modifications, infrastructure improvements, and digital modifications to operate an AV service in the study area
  - **Phase 2 (AV Pilot):** Creation of a replicable and comprehensive AV pilot framework to pilot AV service the community and prepare to expand the program to larger scales or additional locations
  - **Phase 3 (AV Pilot Expansion):** Expand the pilot to include additional use cases and serve as a model for SCAG and other cities
- Includes recommended transportation and communication infrastructure for the AV pilot, key performance indicators, best practices, and information on communication and sensor attacks



## CONCLUSION

Program take-aways.

## Take-Aways

- Online portals are incredibly popular and growing in demand
  - Interest in permitting solutions and online services continues, particularly following the pandemic
- Route optimization projects are impacted significantly by available resources and constraints
  - Mileage and costs are greatly influenced by the addition or removal of a single truck, both short- and long-term
- Bikeshare and parking programs have the potential for significant VMT reduction
  - But both require equally significant participation rates and (for bikeshare) increased safety
- SCAG, vendors, and consultants alike are navigating a new procurement space regarding emerging technology (see [SCAG's Technology Guiding Principles](#), pg. 23)
- Technology continues to be an effective tool in managing parking, increasing accessibility, and inventorying assets
- Pilots and projects have been successful in meeting program goals and helping us understand the benefits and challenges with each technology
- Final products can complement release of Connect SoCal 2024 and prepare for the 2024 SCP funding cycle



## THANK YOU!

For more information, please visit:

<https://scag.ca.gov/post/future-communities-pilot-program>

<https://scag.ca.gov/sustainable-communities-program>



**AGENDA ITEM 12**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)  
**From:** Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov  
**Subject:** Regional Mobility Hubs Strategy

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.

**EXECUTIVE SUMMARY:**

*Connect SoCal 2024 envisions a multimodal future, one where everyone has safe, affordable, reliable, and sustainable transportation options to access the opportunities and resources necessary to thrive. To achieve this vision of the future, a variety of strategies need to be deployed including a key one, mobility hubs. Mobility hubs are places where one can find a range of transportation options (e.g., Los Angeles Union Station, Montclair Transit Center, etc.), but typically at least two, that connect and interact with each other (e.g., transit/rail, car share, bike share, etc.). They are the infrastructure foundation for multimodal trip planning and promoting mode shift and are essential for safe and convenient transfers between transportation modes. In developing Connect SoCal 2024, SCAG staff strengthened concepts for shared mobility that were included in the previous plan, built on prior Mobility as a Service (MaaS) Feasibility White Paper research and recommendations, and identified a future baseline network of mobility hubs across the region. This report provides further details on this strategy and efforts to advance mobility hubs across the region.*

**BACKGROUND:**

In 2022, SCAG’s finalized the Mobility as a Service (MaaS) Feasibility White Paper, which evaluated the feasibility of implementing a MaaS system in the region. By way of background, MaaS integrates transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices. The White Paper identified critical steps for moving the region towards a more multimodal, integrated system, including establishing and expanding mobility hubs across the

region. Within the White Paper, mobility hubs were defined simply as locations where there are a range of transportation options that interact and connect with each other. In developing Connect SoCal 2024, SCAG staff conducted additional research on mobility hubs and developed a regionwide baseline network of mobility hubs. Mobility hubs are a critical strategy for building a future where everyone has safe, affordable, reliable, and sustainable transportation options to access the opportunities and resources necessary to thrive. Mobility hubs can also help the region respond to changes in travel patterns resulting from increases in work from home, facilitating access to multimodal options for many types of travel needs.

### **Mobility Hub Defined**

A mobility hub is a transportation location designed to integrate various transportation and travel options to help people travel more efficiently using different modes. The overall purpose of a mobility hub is to provide better access to destinations using efficient travel modes other than single occupant vehicles (SOVs), where the hub provides seamless travel connections between modal offerings. Mobility hubs often involve modes such as walking, biking, transit/rail, ridesharing, and ridehailing, and are often supported by park-and-ride facilities. Mobility hubs provide ease of transit/rail access and use, through supporting infrastructure such as e-bike charging stations, short- and secure long-term bike parking, and wayfinding. They can improve the traveler's experience by supporting and integrating ever-evolving transportation technologies through the inclusion of features and services such as device charging ports, Wi-Fi access, and real-time travel information, thereby furthering MaaS. The design, layout, and availability of transportation options at a mobility hub depend on the local context, nearby transit/rail options, and existing land uses.

### **Mobility Hub Benefits and Outcomes**

Mobility hubs play a crucial role in promoting sustainable transportation options and reducing the reliance on SOVs. By integrating various mobility options and promoting the location of mobility hubs, individuals are encouraged to choose non-SOV modes of transportation, resulting in numerous benefits to the public. These benefits include a reduction in both total and peak period traffic, a shift towards non-SOV modes of transportation, improved access and time savings, increased transit/rail ridership, and an increase in ridesharing, and active transportation modes. Furthermore, mobility hubs are a key strategy for reducing VMT and greenhouse gas emissions. The positive impacts of mobility hubs lead to a more connected transportation system that results in cleaner air and a healthier environment. In addition to these environmental benefits, mobility hubs support equitable access to transit/rail by providing solutions to first mile/last mile challenges and making transportation more affordable through efficient route connections.

### **Existing and Planned Mobility Hubs in the Region**

In developing the regional mobility strategy for Connect SoCal 2024, SCAG considered local efforts, including:

- California: Caltrans is currently working on a Statewide Mobility Hub Facilities Improvement Plan. Mobility hubs will be incorporated into the 2023 State Highway System Management Plan to secure funding from the California Transportation Commission. Caltrans is focused on converting existing Caltrans owned and operated park and ride lots into multimodal and commuter mobility hubs. Thus far, they have identified approximately 100 of these mobility hubs across the SCAG region.
- Imperial County: The Imperial County Transportation Commission (ICTC) collaborated with the San Diego Association of Governments to develop a Regional Mobility Hubs Implementation Strategy, which resulted in the selection of three mobility hub prototype sites in the Imperial Valley.
- Los Angeles County:
  - The I-710 North Mobility Hubs Plan was also recently adopted and identifies future mobility hub locations in the area bounded by Los Angeles Union Station, the South Pasadena L (Gold) Line Station, the Los Angeles County Public Works headquarters in Alhambra, California State University, Los Angeles, and the surrounding neighborhoods.
  - The Los Angeles County Metropolitan Transportation Authority (Metro) has identified mobility hubs as one pillar of its Transportation Demand Management strategy for the 2028 Olympic Games. This is part of a larger agency effort to identify mobility hubs throughout Los Angeles County adjacent to transit/rail stations, based on demand, traffic counts, and other quantifiable criteria.
  - The City of Los Angeles has been exploring the concept of mobility hubs since 2016. The City published the Mobility Hubs Readers Guide in summer 2016, which is meant to help navigate the establishment of mobility hubs and standardize implementation. According to the guide, a mobility hub needs to be equipped with at least pedestrian connections, bicycle connections and supporting facilities, vehicle connections and supporting facilities, bus infrastructure, information/signage, and other support services such as waiting areas and safety security systems.
  - Currently, mobility hubs in Los Angeles County include central mobility hubs like the Wilshire/Vermont Station and Willowbrook/Rosa Parks Station, which encompass amenities such as car share, bike share, bus shelters, and next bus information, or regional mobility hubs like Union Station and North Hollywood Station, which offer amenities like secure bike parking, bus layover zones, and other infrastructure built into the station itself.
- Orange County: The Orange County Transportation Authority recently adopted the Orange County Mobility Hubs Strategy, which establishes principles and guidelines for mobility hub planning in Orange County. The Strategy identifies areas of high potential for future mobility hubs network based on mode shift and vehicle miles traveled. It also provides a planning and implementation framework.

- Riverside County: The Riverside Transit Agency (RTA) in partnership with the City of Hemet is preparing a Downtown Hemet Specific Plan. One of the central components of this plan is to develop a mobility hub that integrates mobility technologies to boost the local economy by creating a vibrant downtown core for the City. Additionally, the RTA Board has approved a conceptual plan for the Vine Street mobility hub across from the Riverside Downtown Metrolink Station. This mobility hub will incorporate the latest electric vehicle technologies in preparation for RTA's zero-emission bus deployment and will also integrate with different modes of transportation.
- San Bernardino County: San Bernardino County mobility hub examples include the Montclair Transit Center where commuter service, fixed-route service, and Metrolink service connect with a park-and-ride facility, and the Fontana Transit Center, which is a major intermodal transit hub in the Omnitrans' service area. The facility is regarded as a key link between high-frequency east-west routes. In addition, Metrolink stops at this location, providing transit/rail users the opportunity to park-and-ride and transfer between bus and rail service.
- Ventura County: The City of Santa Paula in Ventura County presented a blueprint in their 2040 General Plan update for an expansion of the multi-modal hub located at the intersection of Ventura and Mill Streets. The mobility hub will include: "Kiss-and-Ride"/rideshare drop-off and pick-up, long-term and short-term bicycle parking, electric vehicle charging, and pedestrian amenities such as shelters, benches, and trash cans to make waiting more comfortable.

### **Regional Mobility Hubs Methodology**

The analysis of the regional mobility hubs strategy began with a review of best practices from peer agencies (e.g., Metropolitan Transportation Commission, MTC) as well as the aforementioned local planning efforts to identify mobility hubs across the region and establish a recommended baseline mobility hubs network. The data-driven methodology for screening and prioritizing mobility hubs used a set of baseline network criteria to determine candidate mobility hubs locations. To divide the entire region into consistent land areas, counties were split into equally sized grid tiles with areas of a quarter mile by a quarter mile. The methodology established transit/rail stops as a baseline criterion, ensuring only locations containing at least one major stop<sup>1</sup> were further evaluated. Other screening criteria included park and ride locations, proximity to major institutions such as sport venues, universities, and overlap with Priority Equity Communities. The screening process resulted in the identification of more than 700 potential mobility hub locations, which

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<sup>1</sup> The definition of a major transit stop is set forth by California state law, which is a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; and/or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

provided the baseline for a potential regional network. These mobility hub locations were then categorized by typology. In developing typologies, SCAG considered land use densities, transportation characteristics, and future population and employment growth. A total of six typologies were developed that are detailed below.

- **Downtown Hub:** A Downtown Hub is located in an area that has the highest employment and residential densities with a variety of high-capacity transportation and other mobility options that are easily accessible. They are located in walkable, bike friendly areas and serve as commercial and cultural activity centers. A local example is the Downtown Los Angeles Union Station.
- **Urban Hub:** An Urban Hub is located in an area that has moderate to high employment and residential densities. It contains a rich mix of high-capacity transit, frequent bus service, and access to bikeshare, car share, and other mobility options. The built environment is walkable and bike friendly. A local example is McArthur Park in Los Angeles.
- **Emerging Urban Hub:** An Emerging Urban Hub has low to moderate employment and residential densities with access to high-capacity transit and local bus service, as well as limited share mobility services. These are smaller communities with low to moderate economic activity. A local example is the Downtown Pomona Metrolink Station.
- **Suburban and Rural Hub:** A Suburban Hub is located in an area that has land uses with relatively low employment and residential densities, and medium population and/or employment numbers today or in the future. The community may be within driving distance to commuter rail, park-and-ride lots, local bus routes, and car share. A Rural Hub may have rideshare or vanpool coordination. A local example is the Park and Ride Lot at Junipero Serra and Rancho Viejo in San Juan Capistrano.
- **Equity Hub:** An Equity Hub may be located in moderate to high residential density area which is in a Priority Equity Community and which might find elevated benefits from reliable transit/rail service, bus routes, or shared mobility. A local example is South Tippecanoe Avenue and East Davidson Street in Loma Linda.
- **Institutional Hub:** An Institutional Hub is a large trip generator including universities, hospitals, stadiums, airports, and employer campuses. These may be located in a variety of environments including areas with high-capacity transit/rail service and local bus routes. They tend to be removed from other high intensity uses and can be challenging to access. Local examples include the University of California, Angel Stadium in Anaheim.

The expansive list of screened mobility hubs was then subjected to prioritization based on the following weighted criteria:

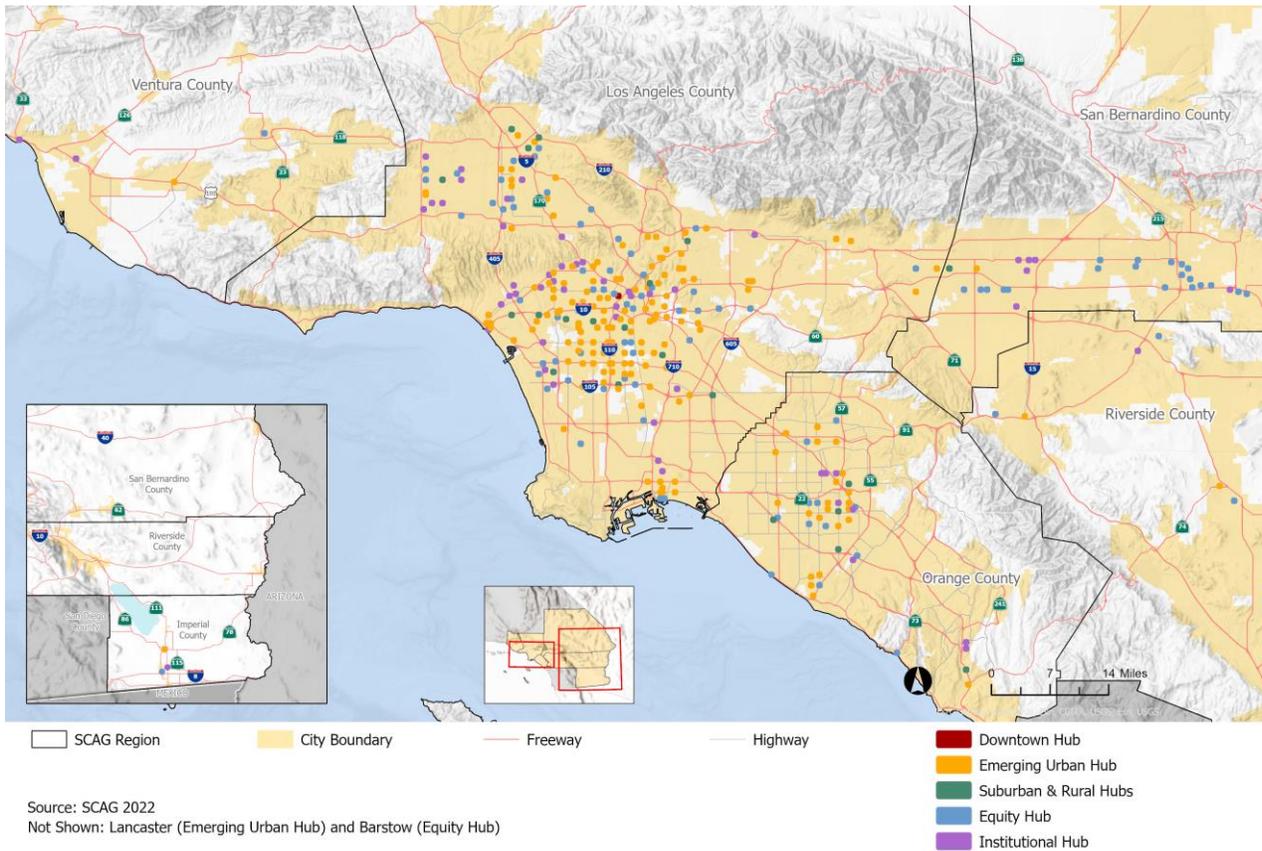
- **Transit Access and Connectivity:** High ranking for candidate hub locations with the most mobility options and connections. All mobility hubs intersect with major transit stops as previously defined. Additional criteria to differentiate and prioritize the hubs included

existing and planned bike routes, livable corridors, microtransit, electric vehicle charging stations and where data was available, bikeshare and transit/rail boardings/alightings by stop/station.

- **Climate Action:** High ranking for candidate hub locations near major trip generators and areas with high walking and bicycling network connectivity. This aspect of the prioritization focused on the potential for mode shift of trips, based on trip generators such as airports, job centers, etc. Though as a whole mobility hubs are expected to result in mode shift and reductions in greenhouse gas emissions, these particular mobility hubs are anticipated to facilitate more active transportation connections than others that support shifts to modes that still result in emissions (e.g., car share).
- **Equitable Mobility:** High ranking for candidate hub locations within Priority Equity Communities.

The prioritization process resulted in a halving of the prior list, to a total of 346 mobility hubs. Each of the mobility hub types has land use characteristics as well as transportation features. In addition to existing land use and transportation characteristics, each hub type includes a list of elements that are highly recommended, recommended, or not applicable (e.g., electric vehicle charging, bike share, bathroom facilities, etc.). It is important to note that design and access elements can vary significantly based on topography, property lines, and other local context factors. Figure 1 shows the final prioritized list of mobility hubs in the region by the typology as defined above.

Figure 1: Mobility Hubs Map



**Next Steps**

SCAG understands that progress towards achieving a multimodal region will be made primarily through implementation at the local level. To support mobility hub efforts across the region, SCAG intends to develop regional mobility hub design and implementation guidance. SCAG also plans to coordinate with stakeholders to identify and advocate for potential funding sources and private/public partnerships to implement mobility hubs. SCAG also anticipates continuing to refine the baseline network of mobility hub locations in future iterations of Connect SoCal, as more stakeholder feedback is shared and additional plans and projects are developed and implemented.

In the near term, funding may be provided through SCAG’s Regional Early Action Planning Grants of 2021 (REAP 2.0) County Transportation Partnership Program, an investment of roughly \$80 million to fund a diverse set of transformative transit/rail planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region. The Orange County Mobility Hubs Pilot Concept of Operations, for example will be funded through REAP 2.0. Additional funding may be through the REAP 2.0 Regional Pilot Initiatives (RPI) Program, which currently targets \$15 million in funding on

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demonstrating innovative, next generation technologies and models of regional significance. The RPI is specifically meant to fund projects with the potential to change transportation and housing paradigms towards building more sustainable communities. The RPI Framework approved by the Regional Council includes program areas covering mobility hubs, mobility wallets and Universal Basic Mobility (UBM). These REAP projects will help lay the foundation for a more robust multimodal ecosystem.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in the FY24 Overall Work Program (OWP) in project 140.0121.01 Transit Planning.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Regional Mobility Hubs Strategy



## What are Mobility Hubs?

- Places of **connectivity** where different transportation modes seamlessly converge
- May include transit/rail, active transportation, and **shared mobility services**
- Not typically considered independently of land use
- Different naming conventions, definitions, typologies



Willowbrook/Rosa Parks Station (Los Angeles)

## Why Mobility Hubs?

- Support **safe and convenient** transfer between transportation modes
- Provide **first/last mile connections** to transit/rail
- Provide **travel options**, esp. for those with limited mobility options
- Promote **mode shift**
- Support **GHG reductions**



Union Station (Los Angeles) – Mobility Hub

## Examples of Mobility Hubs Across the Region

### • Los Angeles County

- Union Station; North Hollywood Station
  - Secure bike parking, bus layover zones, and other infrastructure built into the station itself
- Wilshire/Vermont Station; Willowbrook/Rosa Parks Station
  - Car share, bike share, bus shelters, and next bus information

### • San Bernardino County

- Fontana Transit Center
- Montclair Transit Center



Montclair Transit Center

## Mobility Hubs Plans Across the Region

- **Imperial County:** Regional Mobility Hub Implementation Strategy (2017)
- **Los Angeles County:** City of Los Angeles Mobility Hubs Readers Guide (2016); I-710 North Mobility Hubs Plan (2023); LA Metro 2028 Games Mobility Concept Plan
- **Orange County:** OCTA's Mobility Hubs Strategy (2022)
- **Riverside County:** Downtown Hemet Specific Plan; Vine Street Mobility Hub (underway)
- **Ventura County:** City of Santa Paula Mobility Hub Expansion (Ventura/Mill Streets - underway)

## SCAG Mobility Hub Initial Screening Criteria (735 hubs)

- Frequent Transit Connections
- Park and Ride Locations
- Transportation Management Areas
- Major Institutions (e.g., sports venues, colleges and universities, employment campuses, airports, ports)
- Equity Areas (including Transportation Equity Zones)



## SCAG Mobility Hub Typologies

- Informed by:
  - Land Development Categories from SCAG Scenario Planning Model
  - Density
  - Transportation characteristics
  - Current and future population and employment
  - Consideration of local plans



## SCAG Mobility Hub Typologies

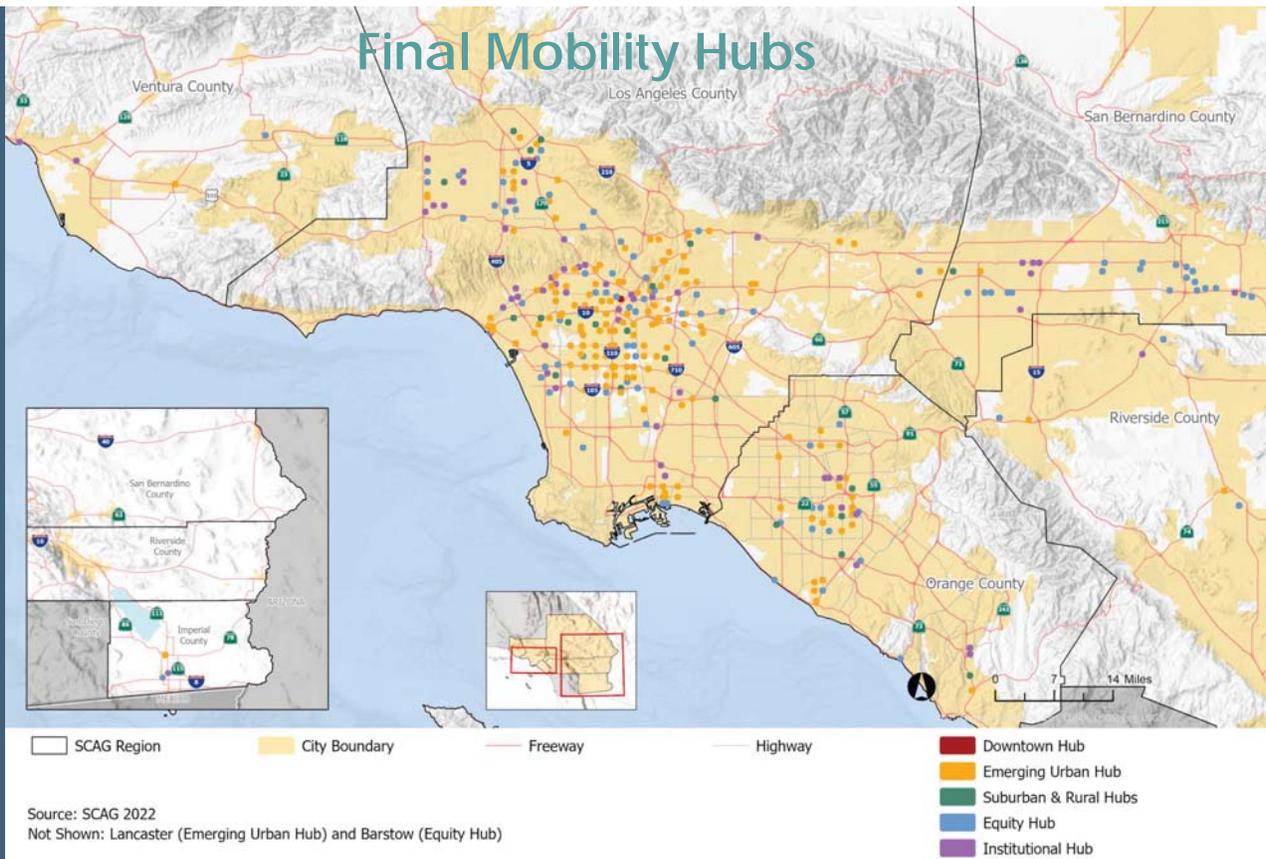
- Downtown Hubs
- Urban Hubs
- Emerging Urban Hubs
- Suburban and Rural Hubs
- Equity Hubs
- Institutional Hubs



## SCAG Mobility Hub Second Screening (346 hubs)

- Transit Access and Connectivity
  - High quality transit areas, bikeways, Livable Corridors, microtransit, EV charging stations, bike share, transit/rail boardings
- Climate Action
  - Proximity to major trip generators and areas with high walking/bicycling connectivity
- Equitable Mobility
  - Located in Priority Equity Communities





## Next Steps

- Develop design and implementation guidance and provide training/support.
- Conduct research and coordinate with stakeholders to identify and advocate for potential funding sources and private/public partnerships to implement mobility hubs.
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.





# THANK YOU!

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



**AGENDA ITEM 13**  
**REPORT**

Southern California Association of Governments  
October 5, 2023

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Jeremy Marks, Assistant Regional Planner  
(213) 630-1456, marks@scag.ca.gov

**Subject:** Transportation System Performance Update - Vehicle Miles Traveled

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG's efforts to monitor transportation trends and system performance (e.g., transit/rail ridership, vehicle miles traveled and vehicle hours of delay) pre-date the COVID-19 pandemic. Considering the pandemic's enduring impacts on travel behavior, SCAG staff plan to provide the Transportation Committee (TC) with regular updates on transportation trends for vehicular travel, similar to the transit/rail ridership updates that TC currently receives. These updates are intended to help inform future decision-making on approaches to address evolving travel trends. The current analysis suggests that vehicle miles traveled (VMT) on the State Highway System (SHS) in the region recovered to roughly pre-pandemic levels by July 2021, though VMT has since remained roughly five percent below 2019 levels. However, expanding the view to consider VMT across the entire roadway system versus just the SHS yields a slightly different picture, suggesting that the region's VMT declines may have been more prolonged and deeper across all roadways. Heavy-duty truck VMT on the SHS recovered slightly earlier, by February 2021, though truck VMT has since also remained about five percent below 2019 levels. Finally, data suggests that regionwide vehicle hours of delay (VHD) on the SHS have also approached pre-pandemic levels on occasion, though available data suggests that vehicle hours of delay on the SHS averaged about 20 percent below pre-pandemic levels in both 2021 and 2022.*

**BACKGROUND:**

The COVID-19 pandemic had dramatic impacts on travel behavior across the country and in the SCAG region, particularly in its earliest stages, from March through May 2020. Though we are now more than three years out from the pandemic's start, some transportation system impacts endure.

The analysis that follows is intended to highlight regional transportation trends to help inform future decision-making.

### Data Sources

Regarding the data sources consulted for this analysis, SCAG staff gathered and summarized data for the region utilizing the Caltrans Performance Measurement System (PeMS).<sup>1</sup> PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the California State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or malfunctioning PeMS roadside sensors. Essentially, PeMS provides a high-level accounting of SHS travel trends. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information to the Transportation Committee (TC), PeMS remains the most appropriate data source that is available for this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

Another data source, *StreetLight Insight* ("StreetLight"),<sup>2</sup> is provided by a private information technology services and consulting firm. StreetLight offers data insights into the larger regional transportation system, including local roads, streets, and arterials. Like PeMS, StreetLight has notable limitations. Through April 2022, StreetLight sourced its data from Location-Based Services (LBS), which comes from smartphone apps that use opt-in location-based services. However, beginning in May 2022, StreetLight changed the source of its data from LBS to Connected Vehicle Data (CVD) and has since cautioned its users that data from these two sources cannot be directly compared. As such, any StreetLight data that is analyzed and highlighted in this report is only through April 2022. Furthermore, there is a significant delay, often spanning several months, between when StreetLight collects data and when it becomes available on their online platform after processing and validation. This substantial data lag makes it difficult to provide immediate and current insights.

### Overall Trends

Data from PeMS suggests that by about July 2021, VMT on the SHS in the SCAG region had recovered to roughly pre-pandemic levels and have since hovered around five percent below pre-pandemic levels. Across the SCAG region, trends in VHD at 60-miles per hour (VHD-60) appear to

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<sup>1</sup> California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

<sup>2</sup> *StreetLight Insight*, <https://www.StreetLightdata.com/> (Accessed September 2023)

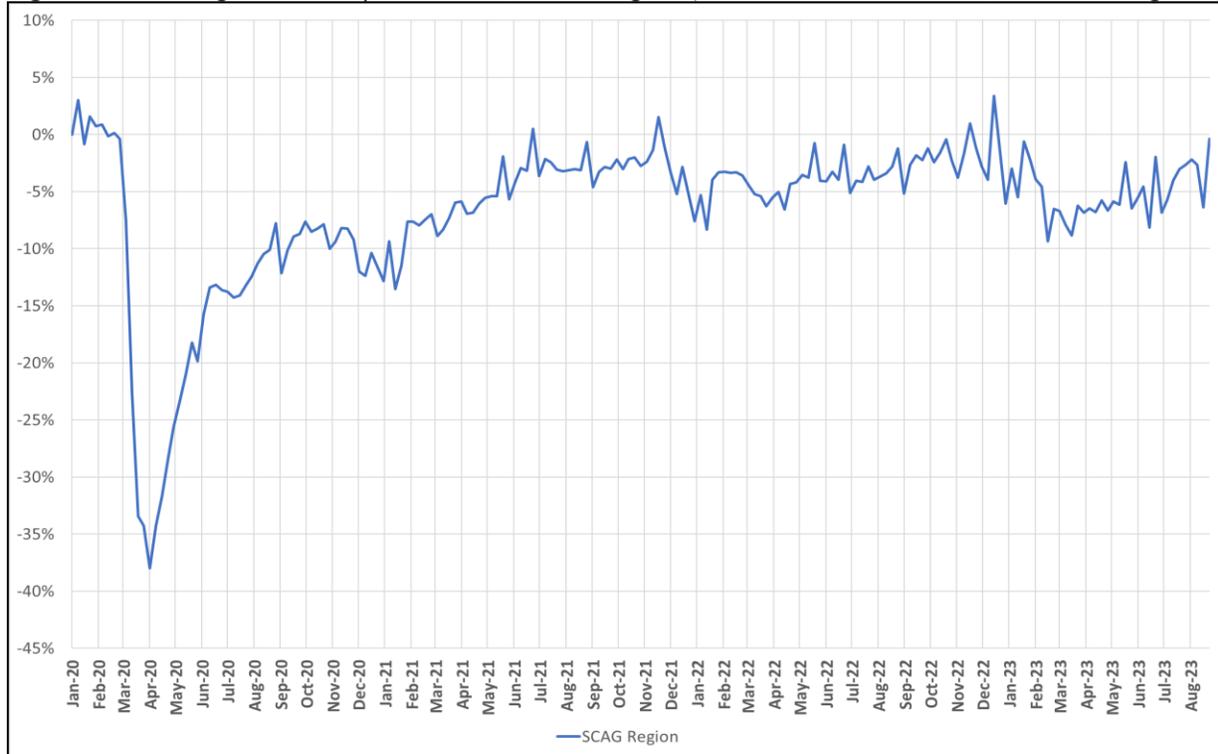
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follow a similar pattern: significantly decreasing at the start of the pandemic, then gradually increasing to roughly pre-pandemic levels by June 2021, and declining slightly to an average of around 20 percent below pre-pandemic levels through the rest of 2021 and 2022. Like the general trends in VMT and VHD-60 on the SHS, truck VMT appears to have dropped to nearly 30 percent below pre-pandemic levels by April 2020, before completing a steady recovery to pre-pandemic levels by the end of 2020. Then, for most of 2021, truck VMT appears to average pre-pandemic levels, before declining to between five and 10 percent below pre-pandemic levels from the start of 2022 and through present day. A clear spike in truck VMT to about 15 percent above pre-pandemic levels occurred around December 2022, which may reflect holiday-driven growth in regional goods movement.

The following figures reflect how all-vehicle VMT, heavy-duty truck VMT, and VHD-60 are recovering at varying rates from early COVID-19 pandemic lows. Findings are expressed as percentage changes in weekly totals across each of the three travel metrics versus weekly totals in analogous pre-pandemic weeks.

As shown in **Figure 1**, PeMS data indicates that VMT for the SCAG region dropped to nearly 40 percent below 2019 levels by April 2020, but it gradually increased to approximate parity with pre-pandemic levels by July 2021. Since then, regional VMT has mostly remained around five percent below pre-pandemic levels.

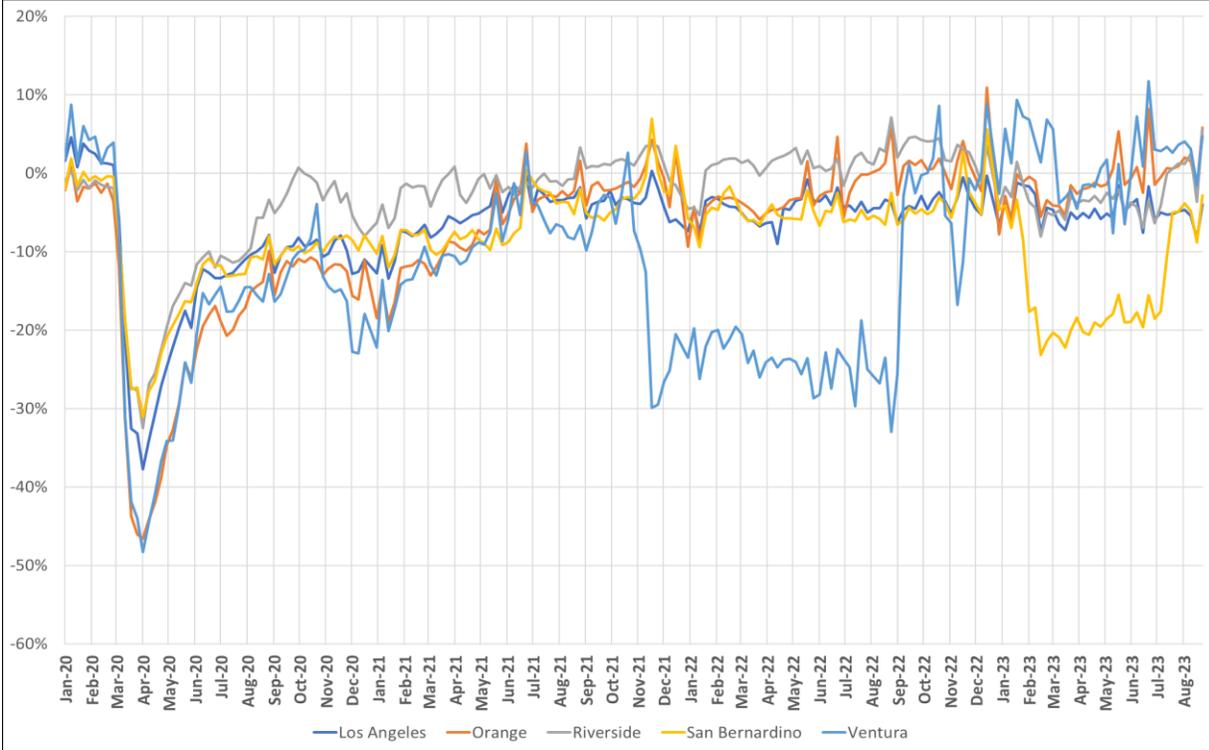
**Figure 1.** % Change in Weekly Total VMT, SCAG Region (vs. Same Week in 2019; Jan '20 – Aug. '23)



**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

**Figure 2** illustrates the trends in VMT levels across the five SCAG counties that contain PeMS roadside sensors. County-level VMT trends have varied. Los Angeles, Orange, and Riverside Counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino Counties appear to have experienced temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors rather than actual VMT declines. SCAG staff are continuing to review county level data given these apparent anomalies.

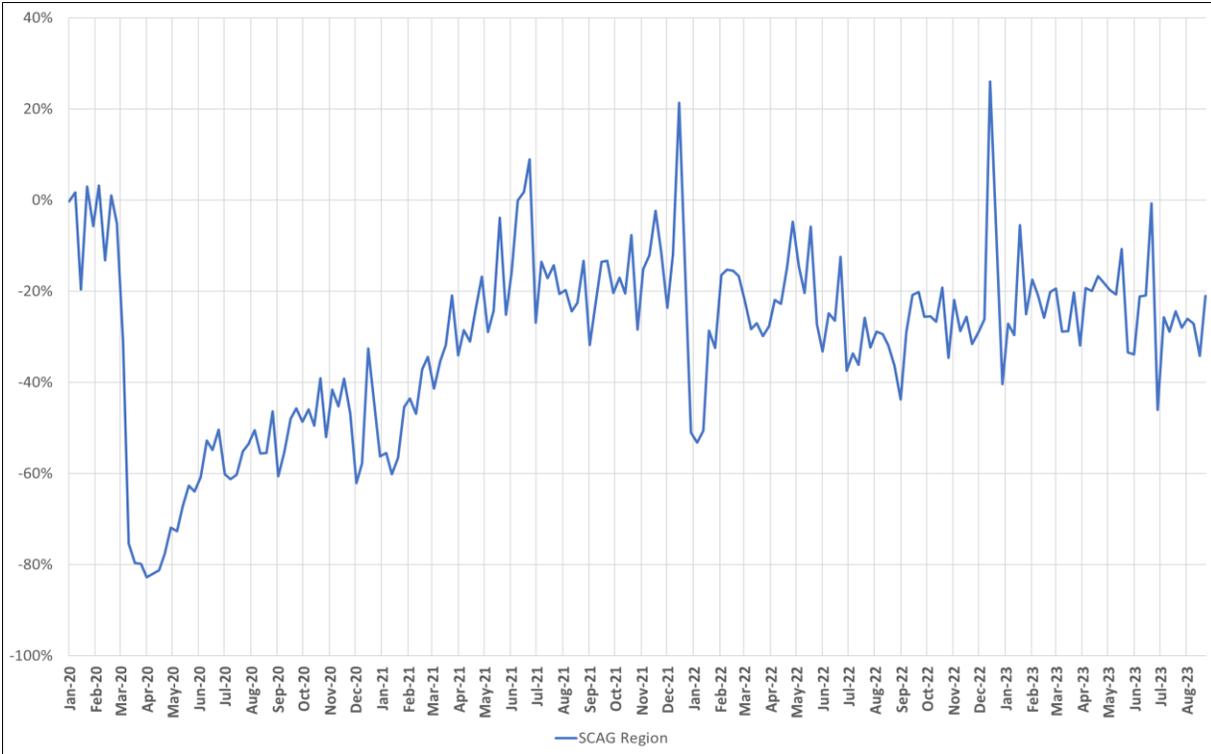
**Figure 2. % Change in Weekly Total VMT, SCAG Counties (vs. Same Week in 2019; Jan '20 – Aug. '23)**



**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

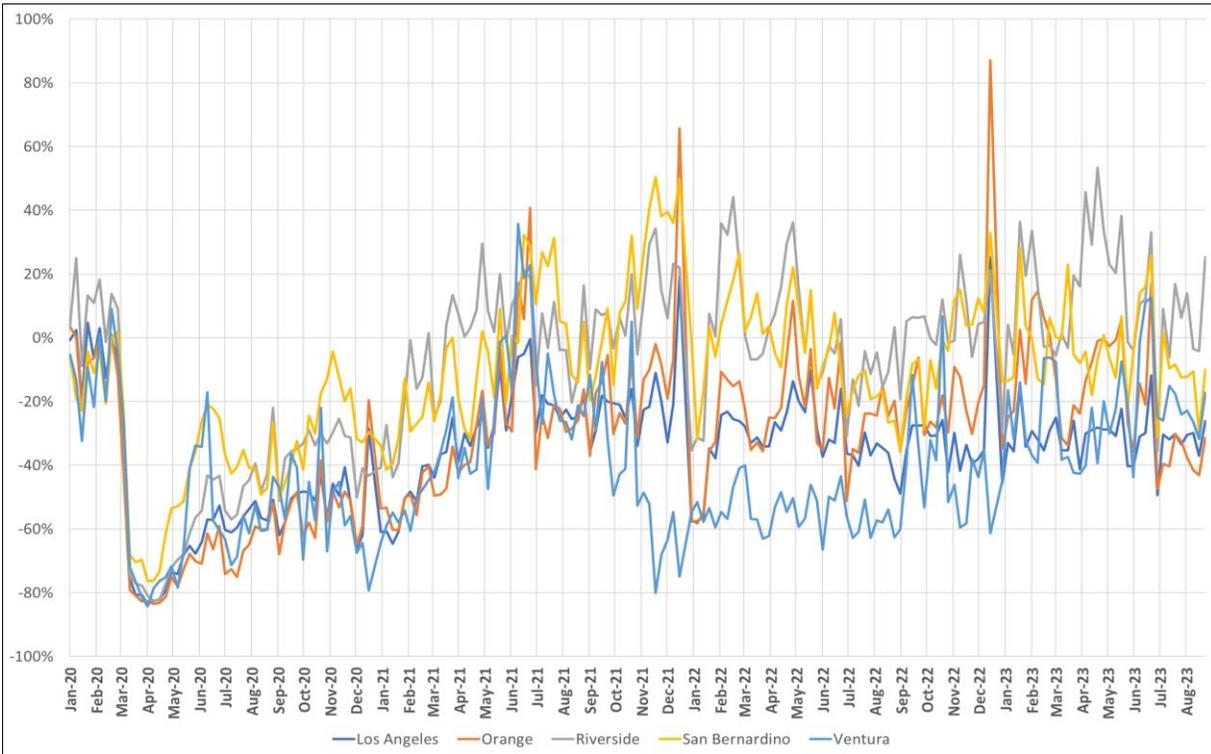
**Figure 3** and **Figure 4** show trends in vehicle hours of delay at 60-miles per hour (VHD-60), a common measurement of the level of traffic delay within the regional transportation system. **Figure 3** shows VHD-60 trends at the level of the SCAG region, and **Figure 4** depicts the county-level trends in VHD-60.

**Figure 3.** % Change in Weekly Total VHD-60, SCAG Region (vs. Same Week in 2019; Jan '20 – Aug. '23)



**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

**Figure 4.** % Change in Weekly Total VHD-60, SCAG Counties (vs. Same Week in 2019; Jan '20 – Aug. '23)



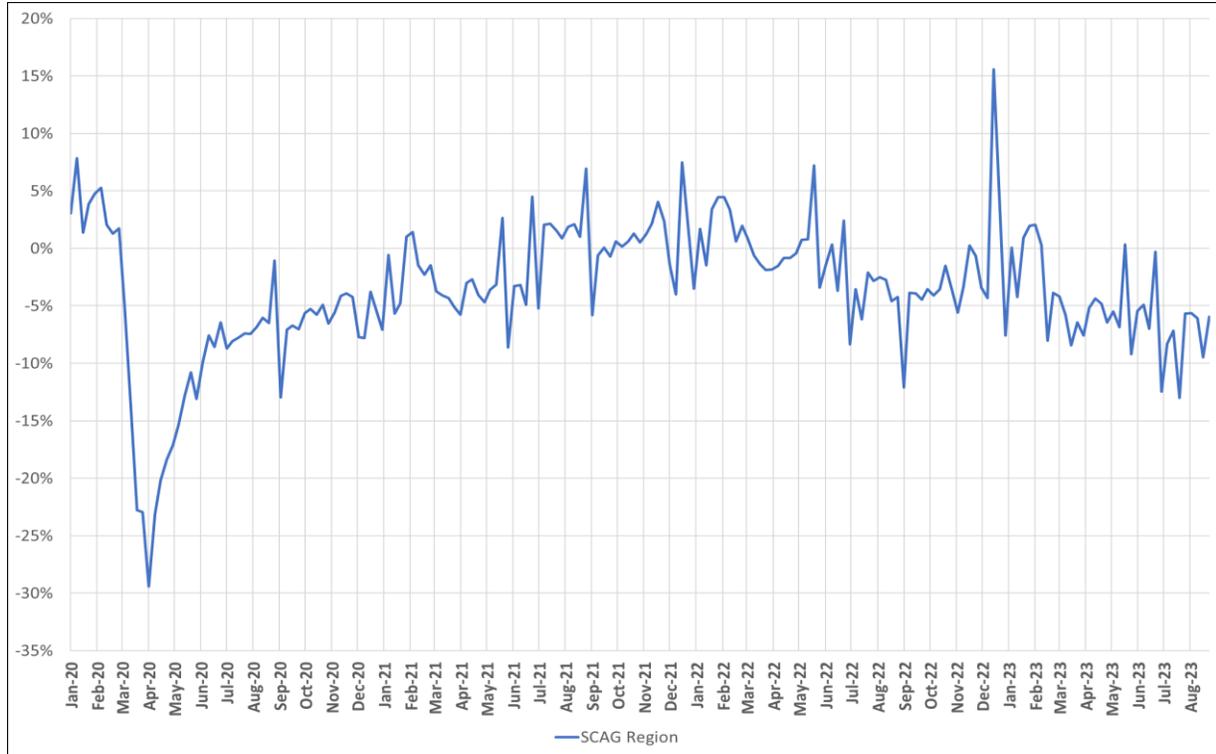
**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

As shown in the preceding figures, PeMS data suggests some degree of correlation between the VMT and VHD-60 metrics: as VMT rises, VHD-60 also appears to rise (and vice versa), both regionally and at county-levels. As shown in **Figure 3**, regionwide VHD-60 appears to fall precipitously in parallel with regionwide VMT at the start of the COVID-19 pandemic (with fewer cars on the roads, each driver is spending less time in traffic). Then, as regionwide VMT starts to recover towards pre-pandemic levels from April 2020, regionwide VHD follows suit – increasing from a low of about 80 percent below pre-pandemic levels in April 2020, and approaching near-parity with pre-pandemic levels of delay by about June 2021. From mid-2021 through August 2023, VHD-60 appears to average around 20 percent below pre-pandemic levels. Several spikes in regionwide VHD-60 are also visible in **Figure 3**, which appear to correspond with peak holiday travel periods in December 2021 and December 2022. The county-level delay picture – as shown in **Figure 4** – appears to tell a similar story as the regionwide picture in **Figure 3** (albeit with some county-level variations). Like the region as a whole, counties appeared to experience precipitous declines in VHD-60 at the start of the pandemic, with recovery extending through mid-2021, and hovering about 20 percent below pre-pandemic levels through August 2023 with spikes corresponding to peak holiday travel.

As noted earlier, SCAG staff performed additional analysis using PeMS data to explore trends in VMT associated with heavy-duty truck travel (“truck VMT”). PeMS provides data about truck VMT on different time scales (e.g., daily, weekly, monthly, and yearly). For this report, staff retrieved PeMS truck VMT data on the weekly level, and visualized findings at both regionwide and county-levels. As shown in **Figure 5**, PeMS data indicates that regionwide truck VMT dropped significantly when the COVID-pandemic started, reaching around 30 percent below pre-pandemic levels by April 2020, but bouncing back to pre-pandemic levels by February 2021. From February 2021 to about May 2022, regionwide truck VMT appears to have stabilized around pre-pandemic levels, before entering into a period of slight decline beginning around May 2022, and descending to about five percent below pre-pandemic levels by the end of August 2023. Several notable spikes in truck VMT above pre-pandemic levels are visible from mid-2021, with a particularly pronounced December 2022 spike corresponding with holiday travel and gift order fulfillment.

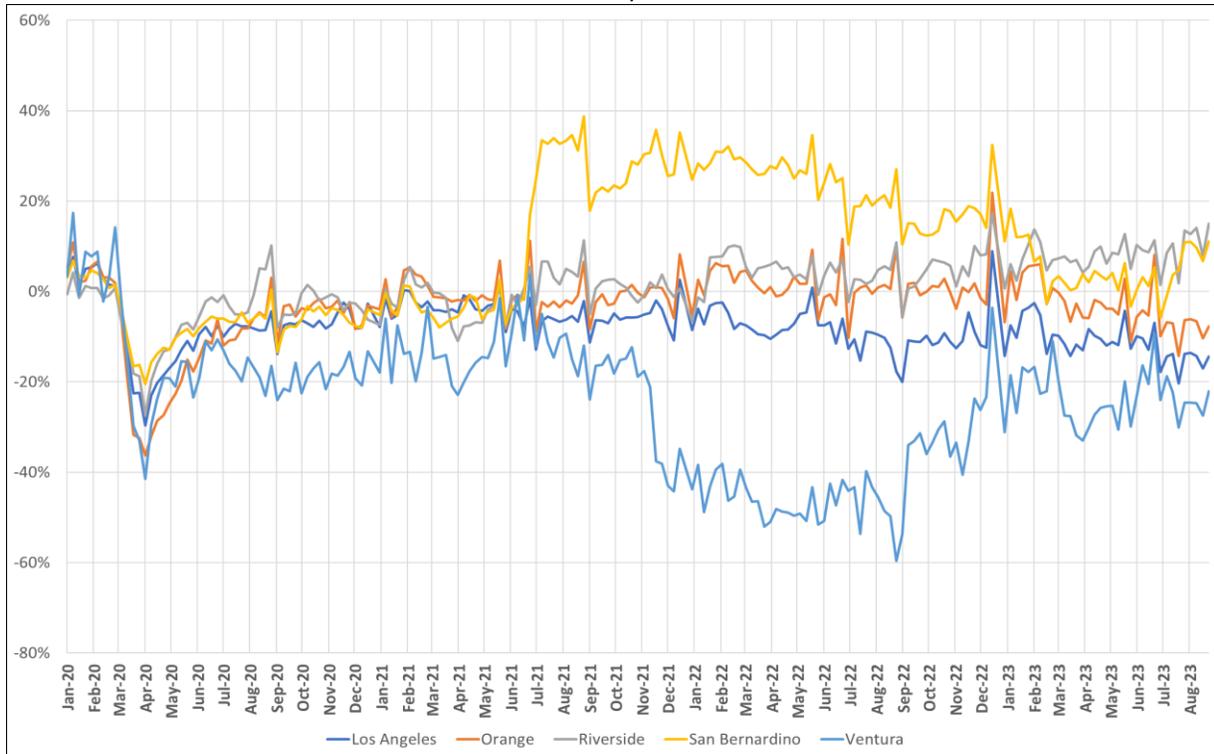
PeMS data indicates that county-level truck VMT (as shown in **Figure 6**) varied widely across the region. All counties experienced steep drops in April 2020 to as much as 40 percent below pre-pandemic levels, but experienced differential rates of recovery back to pre-pandemic levels thereafter. In particular, a few counties (e.g., Los Angeles, Orange, Riverside) regained and maintained their truck VMT at near-pre-pandemic levels by summer 2020, but, in Ventura County and San Bernardino County, PeMS data indicates temporary but notable decreases and increases respectively in VMT from pre-pandemic levels between November 2021 and December 2022. As noted above, these differences may be the result of construction or malfunctioning PeMS roadside sensors and may not be indicative of actual travel. SCAG staff are continuing to review county level data given these apparent anomalies.

**Figure 5. % Change, Weekly Total Truck VMT, SCAG Region (vs. Same Week in 2019; Jan '20 - Aug. '23)**



**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

**Figure 6.** % Change, Weekly Total Truck VMT, SCAG Counties (vs. Same Week in 2019; Jan '20 - July '23)



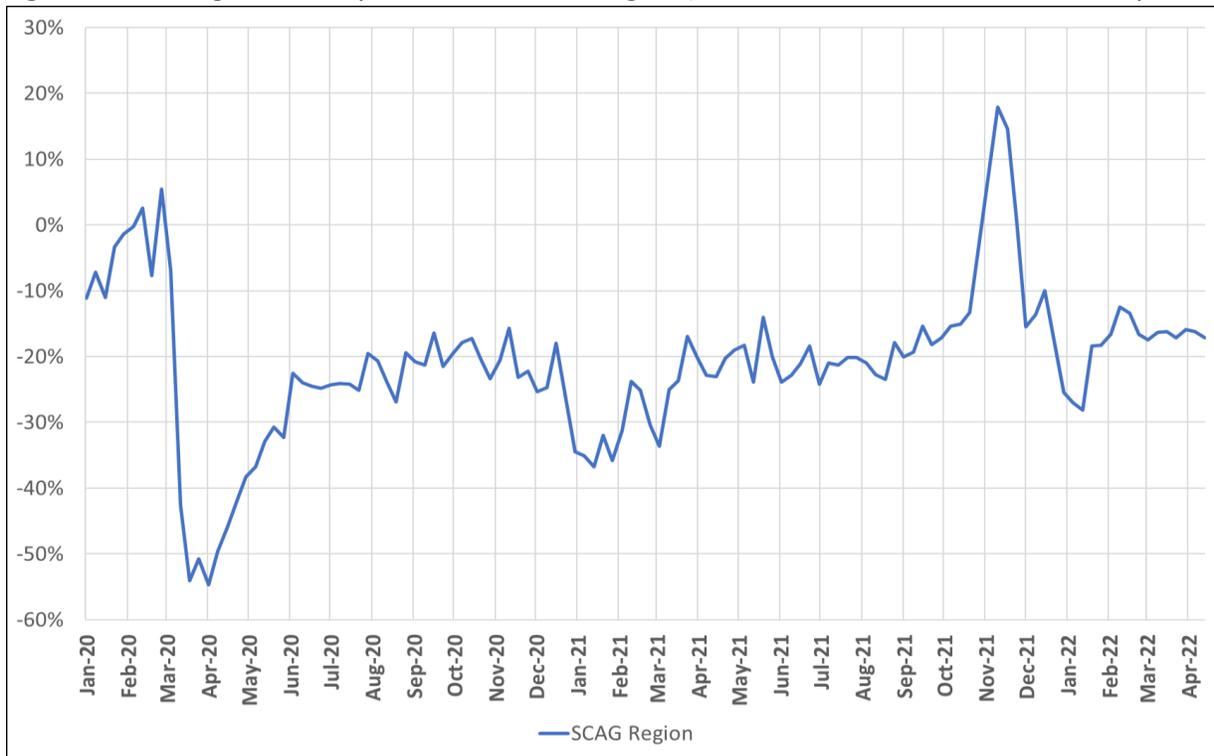
**Source:** California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

Finally, SCAG staff analyzed StreetLight data to validate the prior analyses of PeMS data covering the SHS. As a reminder, StreetLight data theoretically offers insights on the broader regional transportation system – inclusive of local streets, road, and arterials, as well as the travel that occurs on the SHS – but has limitations that, for the present analysis, preclude the use of StreetLight data beyond April 2022. For the period of January 2020 through April 2022, StreetLight data appears to at least partially validate the earlier-described findings reached through analyses of PeMS data. However, StreetLight data may indicate a more prolonged decline in VMT relative to pre-pandemic levels than PeMS data indicates. This discrepancy may be due to the fact that the geographic scope of PeMS data is entirely restricted to the SHS. If this is indeed the reason for this discrepancy, these findings may suggest that VMT has recovered more fully on the SHS than in the broader regional transportation system.

**Figure 7** shows a steep drop in VMT across the region at the start of the pandemic in March 2020, followed by a similarly steep recovery by June 2020 to about 23 percent below pre-pandemic VMT levels. From June 2020 to September 2021, regionwide VMT appears to hover around the 20

percent below pre-pandemic levels (again, as compared to VMT in roughly the same weeks in 2019), before a steep spike in regional VMT appears to occur in November and December 2021 (corresponding with the holiday season), suggesting that VMT in late 2021 temporarily surpassed by nearly 20 percent VMT levels measured in roughly the same weeks in 2019. This apparent travel surge across the SCAG region may reflect pent up demand from nearly two years of refraining from holiday gatherings.

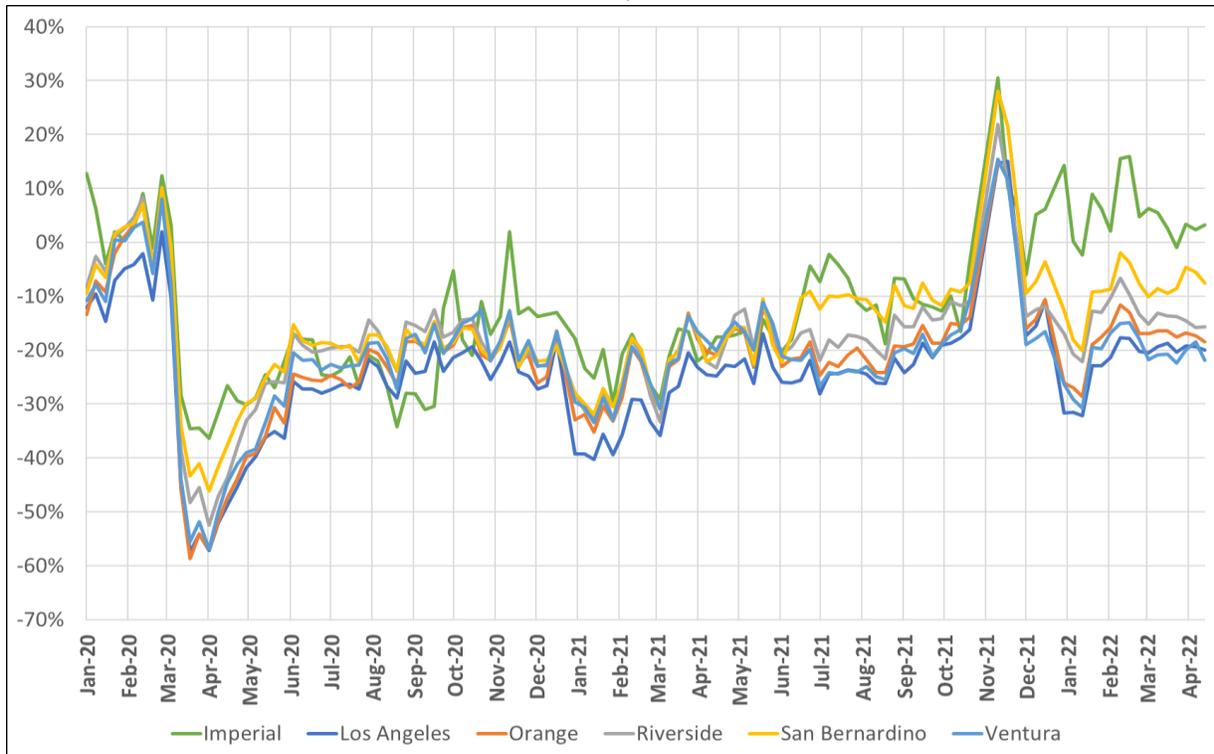
**Figure 7.** % Change in Weekly Total VMT, SCAG Region (vs. Same Week in 2019; Jan. '20 – Apr. '22)



**Source:** StreetLight Insight, “All Vehicles” (LBS+) data (covering broader regional transportation system)

**Figure 8** shows estimated weekly total VMT at the county level, as compared to analogous weeks in 2019. These findings seem to indicate that counties experienced VMT fluctuations, but largely mirror the regional trends.

**Figure 8. % Change in Weekly Total VMT, SCAG Counties (vs. Same Week in 2019; Jan. '20 – Apr. '22)**



**Source:** StreetLight Insight, “All Vehicles” (LBS+) data (covering broader regional transportation system)

**NEXT STEPS:**

SCAG staff will continue to provide updates to the Transportation Committee on regional travel metric trends, as the data becomes available, on at least a quarterly basis, in the future.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Final\_October 2023 TC Presentation\_Quarterly VMT Tracking\_9.21.23

# Transportation System Performance Update:

*Regional Vehicle Miles Traveled and Travel Delay Trends*

October 5, 2023

WWW.SCAG.CA.GOV

## Background

- COVID-19 pandemic had immediate and persistent effects on travel behavior
- Interest in understanding enduring impacts across the region
- Analyzed vehicular travel trends:
  - Vehicle miles travelled (VMT)
  - Vehicle hours of delay at 60-MPH
  - Truck VMT



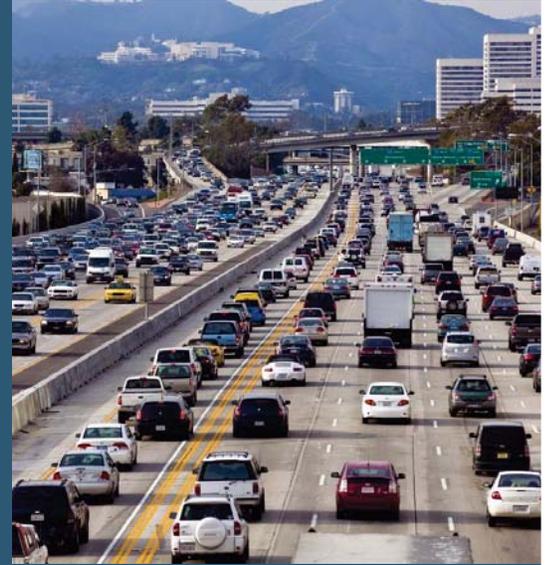
# Data Sources

- **California Performance Measurement System (PeMS)**

- Roadside sensors collect vehicular travel data on California’s State Highway System (SHS)
- Limitations: Only on SHS; no sensors in Imperial County; sensors malfunction

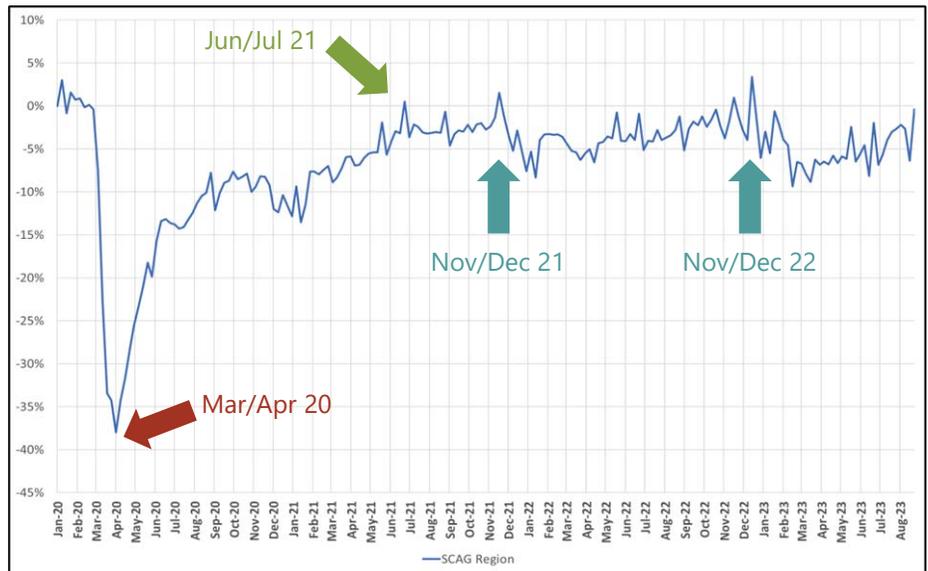
- **StreetLight InSight (Streetlight)**

- Smartphone location-based services (LBS) data
- Limitations: Data source change in May 2022 from LBS to connected vehicle data (CVD); cannot compare pre- to post-May-2022 data; lags in data releases



# Vehicle Miles Traveled (VMT) Below Pre-pandemic Levels

- Steep drop in March 2020
- Recovery to pre-pandemic levels by around July 2021
- Maintenance at ~5% below pre-pandemic levels since
- Spikes correspond to holiday traveling (e.g., Thanksgiving)



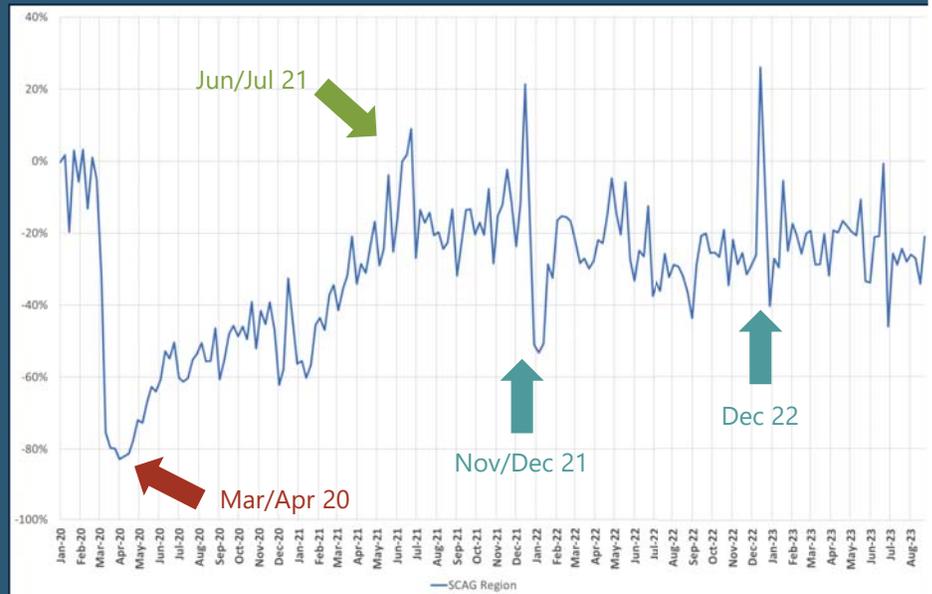
% Change in Total Weekly VMT, SCAG Region (Compared to Analogous Weeks in 2019)

Source: PeMS data  
(Accessed: September 2023)

## Vehicle Delay Below Pre-pandemic Levels

- Delay appears to trend in parallel with VMT, per PeMS
- Steep drop in March 2020
- Recovery to pre-pandemic levels by around June 2021
- Maintenance at ~20% below pre-pandemic levels since

*Source:* PeMS data  
(Accessed: September 2023)

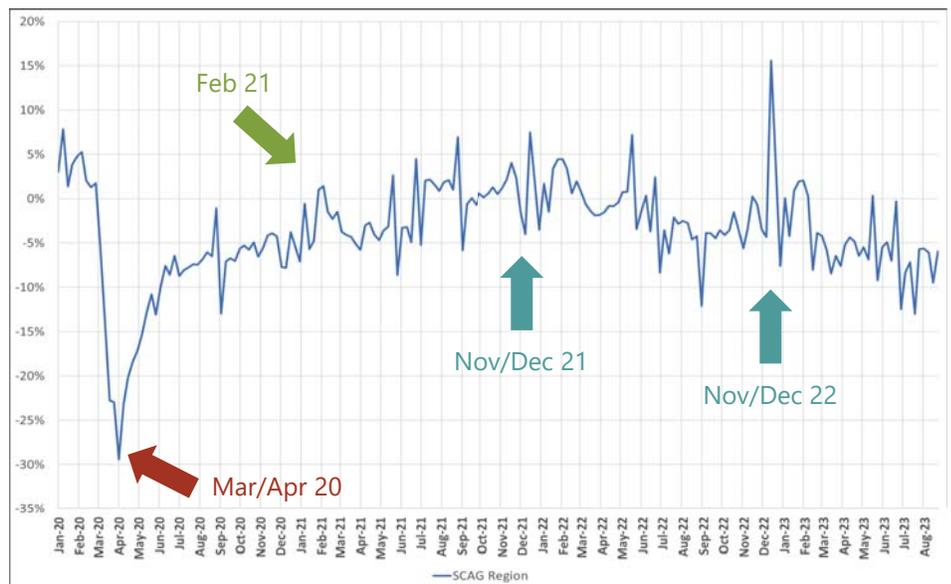


% Change in Total Weekly VHD-60, SCAG Region (Compared to Analogous Weeks in 2019)

## Truck VMT Below Pre-pandemic Levels

- Drop in March/April 2020
- Recovery to pre-pandemic levels by around Feb. 2021
- Maintenance at ~5% below pre-pandemic levels since
- Spikes seem to occur during holiday gift delivery periods

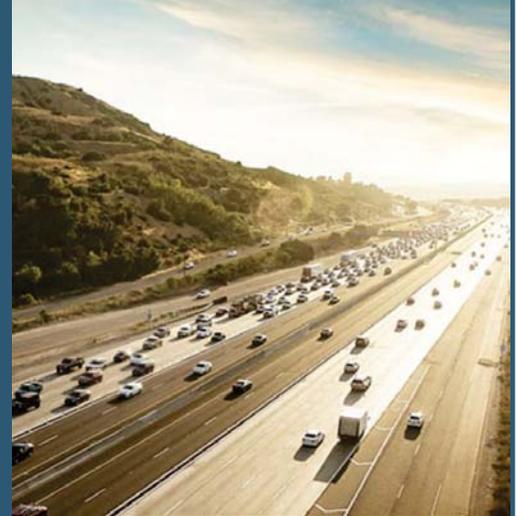
*Source:* PeMS data  
(Accessed: September 2023)



% Change in Weekly Truck VMT, SCAG Region (Compared to Analogous Weeks in 2019)

# Streetlight Data Shows Similar Patterns

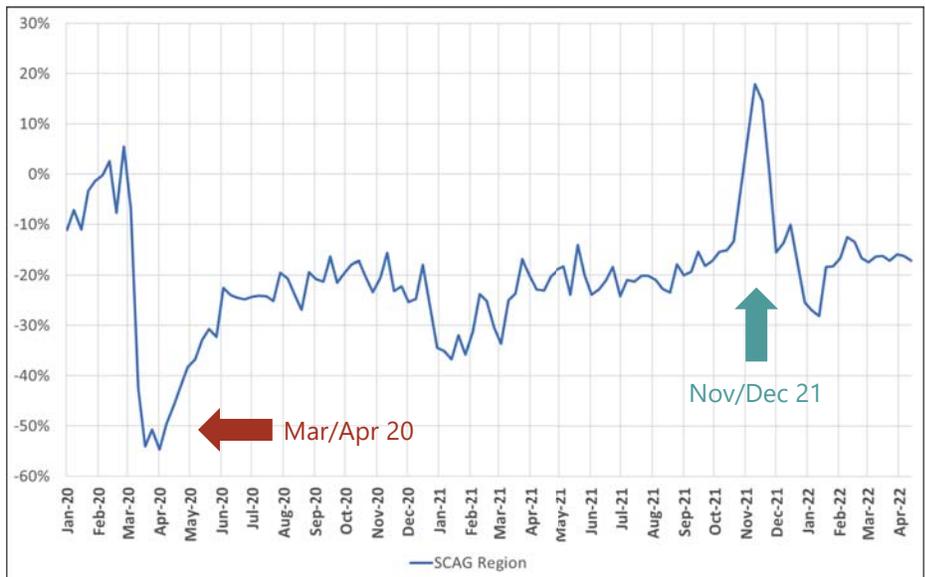
- Analyzed Streetlight data to validate PeMS data
- **Reminders:**
  - PeMS coverage limited to SHS (Streetlight includes all roads)
  - Streetlight data presented only runs through April 2022
- **Conclusion:**
  - Streetlight at least partially validates PeMS data



# Much Deeper VMT Deficit - All Roads vs. SHS

- Drop in March/April 2020
- Only partial recovery in VMT
- Maintenance at ~20% below 2019 levels since June 2020
- May indicate that VMT has recovered more fully on SHS than across broader system

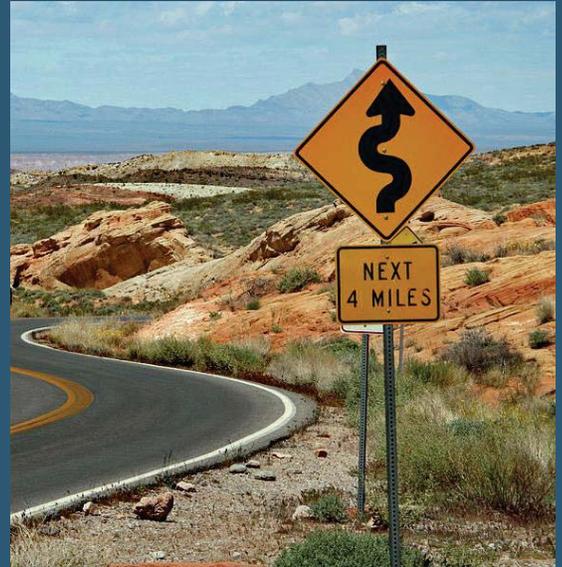
Source: Streetlight data  
(Accessed: September 2023)



% Change in Weekly Total VMT, SCAG Region (Compared to Analogous Weeks in 2019) 8

## Next Steps

- Staff will provide quarterly updates to TC as new data becomes available
- Staff will continue to analyze regionwide and county-level trends in travel metrics



## THANK YOU!

Jeremy Marks, Assistant Regional Planner, SCAG

Phone: (213) 630-1456, Email: marks@scag.ca.gov

**MEMORANDUM OF UNDERSTANDING**  
**No. M-015-24**

**SCAG Overall Work Program (OWP) No: 275-4823UC.08**

**Federal/State Awarding Agency:** State of California Department of Transportation

**Funding Source:** Road Repair and Accountability Act of 2017 (SB 1) - FY24 SB 1 Sustainable Communities Formula Grant and Transportation Development Act (TDA) funds

**Recipients:** Los Angeles Department of Transportation (LADOT) and Central City Neighborhood Partners (CCNP)

**Recipients' UEID Nos:** RNA2HUB4ZBK4 (LADOT) and GLLHDRPVGJM4 (CCNP)

**Total Amount of Federal Funds Obligated to the Recipients:** \$0

**Total Amount of Non-Federal Funds Obligated to the Recipients:** \$500,000.00

**Subaward Period of Performance Start Date:** Effective Date of this MOU

**Subaward Period of Performance End Date:** November 30, 2025

**Type of Contract:** Project Specific

**Method of Payment:** See Section 6 of this MOU

**Project R&D:** N/A

**Indirect Cost Rate for the Award:** XXXX\*

**Fringe Benefits Cost Rate for the Award:** XXXX\*

\*The Recipients' cognizant agency, XXXXX, approved the use of fiscal year (FY) XXX rates (07/01/XX~06/30/XX) as indicated above. If the rates are later found to have included costs that are unallowable, Recipients will provide a refund for the unallowable indirect cost and fringe benefits amounts. Recipients must provide support for the cognizant agency approval of future FY rates.

**Subaward Project Title:** Los Angeles Department of Transportation and Central City Neighborhood Partners Sustainable Communities Program ("SCP") – Civic Engagement, Equity and Environmental Justice ("CEEEJ") Grant – Reconnecting MacArthur Park

**Subaward Project Description:** Los Angeles Department of Transportation and Central City Neighborhood Partners will utilize SB 1 and TDA funding to fund a multimodal communities project to meet SB 1 goals and objectives within the SCAG region.

**MEMORANDUM OF UNDERSTANDING  
No. M-015-24**

**BETWEEN THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND LOS ANGELES DEPARTMENT OF TRANSPORTATION  
AND CENTRAL CITY NEIGHBORHOOD PARTNERS  
FOR SCP CEEJ GRANT**

(SCAG Project/OWP No. 275-4823UC.08)

This Memorandum of Understanding (“MOU”) is entered into by and between the **Southern California Association of Governments** (“SCAG”), **Los Angeles Department of Transportation** (“Sub-Recipient”) and **Central City Neighborhood Partners** (“CBO”), for a Sustainable Communities Program (“SCP”) Civic Engagement, Equity and Environmental Justice (“CEEJ”) Grant. SCAG, Sub-Recipient, and CBO may be individually referred to as “Party” and collectively as “Parties.” Sub-Recipient and CBO shall be jointly referred to as “Recipients.”

**RECITALS**

WHEREAS, the Road Repair and Accountability Act of 2017 (“SB 1”) makes funding available to Metropolitan Planning Organizations (“MPO”) and other regional entities for transportation activities;

WHEREAS, SCAG is the federally designated MPO for Southern California, primarily responsible for the development of a Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS” also known as “Connect SoCal”) for the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura;

WHEREAS, SCAG’s Regional Council authorized \$5,000,000 to fund the SCP CEEJ Program (“Program”);

WHEREAS, \$2,000,000 of the funds authorized for the Program were SB 1 funds;

WHEREAS, on January 5, 2023, SCAG’s Regional Council approved the Program Guidelines;

WHEREAS, on April 12, 2023, SCAG released a Call for Applications for the Program;

WHEREAS, Recipients, eligible for funds under the Program, developed and submitted a proposed project for the Program (the “Project”) which was reviewed by SCAG, determined to be consistent with the Program Guidelines, and thereafter approved by SCAG and the Regional Council; and

WHEREAS, the purpose of this MOU is to describe the responsibilities of the Parties.

**NOW THEREFORE, IT IS MUTUALLY AGREED THAT:**

**1. Recitals and Exhibits**

The Recitals and all exhibits referred to in this MOU are incorporated herein by this reference and made a part of the provisions of this MOU.

## **2. Term**

The Term of this MOU shall begin on the Effective Date and continue until November 30, 2025 (“Completion Date”) unless terminated earlier as provided herein. Time is of the essence in the performance of services under this MOU.

## **3. Scope of Work and Responsibilities of the Parties:**

a. SCAG will:

- i. Contribute funding for the Project in accordance with Section 5, Funding, below.
- ii. Procure a consultant (“Consultant”) to perform the services required for the Project in accordance with SCAG’s Procurement Policy and Procedures.
- iii. Oversee and manage Consultant’s activities in performing the services required for the Project.
- iv. Review, approve, and pay Consultant’s invoices and review and approve Consultant’s deliverables; provided, however, prior to approving an invoice or deliverable from the Consultant, SCAG’s Project Manager shall consult with Sub-Recipient’s Project Manager.
- v. Review, approve, and pay CBO’s invoices and review and approve CBO’s deliverables; provided, however, prior to approving an invoice or deliverable from the CBO, SCAG’s Project Manager shall consult with Sub-Recipient’s Project Manager.

b. Sub-Recipient will:

- i. Perform its duties under this MOU, in accordance with applicable Federal and State requirements, the Program Guidelines, [the Caltrans Sustainable Transportation Planning Grants Guide](#), and the provisions of this MOU.
- ii. Provide written approval of Consultant’s scope of work prior to SCAG directing the Consultant to begin the work.
- iii. Commit to supporting the Project and provide SCAG and Consultant with technical guidance for the Project.
- iv. Reasonably cooperate with SCAG and the Consultant and provide information requested by SCAG or the Consultant without delay.

- v. Review and provide feedback on Consultant invoices and deliverables within 10 working days of receipt from SCAG, except within 5 days for SCAG’s fiscal year end, unless an extension is approved by SCAG Project Manager.
  - vi. Provide any required decisions as promptly as practicable to avoid unreasonable delay and provide technical leadership and support for reporting/invoicing as necessary.
  - vii. Oversee and manage CBO’s activities under the Project, including all tasks, obligations, and deliverables as described in and in accordance with the “Scope of Work,” attached as Exhibit A, and as outlined in the most current fully executed SOW Approval Form.
  - viii. Review and provide feedback on CBO invoices and deliverables within 10 working days of receipt from SCAG, except within 5 days for SCAG’s fiscal year end, unless an extension is approved by SCAG PM. Review and sign invoice progress report which serves to confirm that the invoiced services have been performed and can be paid.
  - ix. Be accountable to SCAG to ensure CBO’s performance and compliance with the MOU.
  - x. Any and all notices, reports, or other communications required by this MOU, including but not limited to invoices, accounting reports, supporting documentation, and monitoring reports, shall be submitted under the penalty of perjury.
- c. CBO will:
- i. Once a notice to proceed has been issued, implement its obligations under the Project, including all tasks, obligations, and deliverables described in the Scope of Work, as outlined in the most current fully executed SOW Approval Form, in accordance with applicable Federal and State requirements, the Program Guidelines, [the Caltrans Sustainable Transportation Planning Grants Guide](#), and the provisions of this MOU. CBO shall not begin work or incur any expenses until a notice to proceed has been issued and shall not be reimbursed for any expenses incurred prior to the notice to proceed.
  - ii. Interim deliverables and tasks, including budgets and schedules, required to implement the Scope of Work shall be documented using the “Scope of Work Approval Form,” attached as Exhibit B (“SOW Approval Form”). The SOW Approval Form must be signed by SCAG Project Manager, SCAG Department Manager, Subrecipient, CBO Project Manager and SCAG Deputy Director or their designee prior to the performance of the work outlined in the SOW Approval Form. The SOW Approval Form may be signed by way of a manual or authorized digital signature, or a signature stamp. The SOW Approval Form may be used to document interim deliverables and interim deliverable budgets and schedules but may not be used to modify the deliverables and budget noted in this MOU. The SOW Approval Form may be amended subject to approval by SCAG. No amendment to the SOW Approval Form shall be valid unless made in writing and signed by the Parties. If there is a conflict between the SOW Approval Form and this MOU, this MOU shall prevail.

- iii. Demonstrate a clear and significant nexus to all the SB 1 funding objectives, as described in the Program Guidelines. Any lack of action or action inconsistent with Program Guidelines may result in review and could be subject to modification of funding, termination of this MOU, and repayment of the Grant Funds.
- iv. As a recipient of federal and state funds, SCAG has the responsibility for ensuring that its procurement process complies with all applicable federal, state and funding requirements. SCAG has adopted a Procurement Policy and Procedures Manual which sets forth the rules and process of SCAG's procurement activities. CBO shall not procure any goods or services for the completion of the Scope of Work, as outlined in the most current fully executed SOW Approval Form. If CBO requires any goods or services for the completion of their Scope of Work, as outlined in the most current fully executed SOW Approval Form, the goods or services shall be procured by SCAG and the value of the procured goods or services will be applied towards the Grant Funds. Notwithstanding the foregoing, with SCAG approval, CBO may complete micro-purchases for goods or services, at a fair and reasonable price, if the purchase is under \$10,000. Any micro-purchase made without SCAG's prior written approval shall not be reimbursed.

#### **4. Project Management**

- a. All work under this MOU shall be coordinated with SCAG and Recipients through the Project Managers.
- b. For purposes of this MOU, SCAG designates the following individual as its Project Manager:

Lyndsey Nolan  
Senior Regional Planner, Inclusive Economic Growth  
(213) 236-1935  
nolan@scag.ca.gov

SCAG reserves the right to change this designation upon written notice to Recipients.

- c. For purposes of this MOU, Sub-Recipient designates the following individual as its Project Manager:

Jimmy Vivar  
Transportation Engineering Associate II  
(213) 972-4993  
jimmy.vivar@lacity.org

Sub-Recipient reserves the right to change this designation upon written notice to SCAG.

- d. For purposes of this MOU, CBO designates the following individual as its Project Manager:

Diana Alfaro  
Associate Executive Director

(323) 440-6097  
dalfaro@laccnp.org

CBO reserves the right to change this designation upon written notice to SCAG.

## **5. Funding**

- a. SCAG's contribution to the Project is funded wholly with SB 1 funds and Transportation Development Act (TDA) funds, in an amount not to exceed \$500,000.00 ("Grant Funds"). SCAG shall contribute a maximum, not to exceed \$399,698.77 of the Grant Funds to be used solely for the procurement and payment of the Consultant. SCAG shall contribute a maximum, not to exceed \$100,301.23 of the Grant Funds to the CBO. No funds will be provided to Sub-Recipient.
- b. SCAG shall not be obligated to make payments for any Project costs that exceed Grant Funds. SCAG shall not be obligated to pay for any increase in Project costs which exceeds the Project's budget included in this MOU and the most current fully executed SOW Approval Form. SCAG shall not be obligated to make payments from any source other than SB 1 and/or TDA funds. In the event SB 1 and/or TDA funds become unavailable, SCAG shall have the right to terminate this MOU, in accordance with Section 16, or to amend this MOU to reflect the changes in funding.
- c. SCAG shall make payments to CBO as a reimbursement for actual costs incurred and only for work performed as part of the Scope of Work, as outlined in the most current fully executed SOW Approval Form, and consistent with SB 1 and/or TDA funding objectives, the Program Guidelines, and [the Caltrans Sustainable Transportation Planning Grants Guide](#).
- d. SCAG reserves the right, in its sole discretion, to discontinue funding the Project and/or terminate this MOU as described in Section 16.
- e. Any costs for which CBO receives reimbursement or credit that is determined by a subsequent audit or other review by either SCAG, State authorities, or federal cognizant agency to be ineligible or otherwise unallowable, shall be repaid by Sub-Recipient and CBO within thirty (30) calendar days of the Sub-Recipient and CBO receiving notice or a written demand for reimbursement from SCAG. Such repayment may include interest, penalties or related fees. Should the Sub-Recipient and CBO fail to reimburse unallowable costs due to SCAG within thirty (30) calendar days of demand, or within such other period as may be agreed between both parties hereto, SCAG is authorized to withhold and/or off-set future payments to the Sub-Recipient and CBO.

## **6. Invoices**

- a. SCAG's contribution to the Project, for the portion assigned to CBO, shall be made on a reimbursement basis to CBO, after CBO has performed the services pursuant to the Scope of Work, as outlined in the most current fully executed SOW Approval Form. This MOU is a Cost Reimbursement agreement. Amounts claimed must reflect the actual incurred and paid cost of completed work. Amounts claimed must be supported by payroll reports or timesheets, invoice copies and proof of payment. The actual incurred and paid costs may not exceed the Project's budget set forth in the most current fully executed SOW Approval Form. All invoices submitted to SCAG for payment shall be e-mailed to [accountspayable@scag.ca.gov](mailto:accountspayable@scag.ca.gov) (file cannot exceed 10MB) and the Project Manager. All invoices submitted to SCAG for the Project shall reference the Project Number (OWP No. 275-4823UC.08).
- b. By the twenty-first day following the start of a new month (i.e., January 21, February 21, March 21), CBO shall submit an invoice to SCAG using the "Invoice Report" attached as Exhibit C. If SCAG determines revisions to the Invoice Report are needed, SCAG shall request them directly from the CBO. The Invoice Report must be submitted in both PDF format and the Excel file provided by SCAG. The Invoice Report contains a Progress Report portion which serves to confirm that the invoiced services have been performed and can be paid. The invoice progress report shall serve as the formal progress reporting for the Project and shall be signed by the CBO and the Sub-Recipient. The progress report shall include, in narrative form, a description of services performed by CBO as well as progress toward completion of tasks related to the Project for the reported period and progress achieved toward the SB 1 Goals and Objectives. The progress report shall also include copies of any deliverables completed during the reporting period in PDF or other agreed format. SCAG shall review the Invoice Report for compliance with this MOU. If SCAG determines that the Invoice Report is compliant with this MOU, SCAG shall approve the Invoice Report and issue payment to CBO.
- c. Incomplete or inaccurate invoices may be returned to CBO for correction without payment until corrected and approved by SCAG. SCAG may, at its discretion, disallow any unsupported costs and process the invoice. If CBO corrects the error, the disallowed items can be included in the next set of invoices.
- d. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Human Resources for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates were not then commercially available to CBO at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process, which can be found at the following link: <https://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx>. Also see the link for a summary of travel reimbursement rules.
- e. The Parties acknowledge that SCAG's fiscal year is from July 1 to June 30. CBO agrees to submit all invoices to SCAG for services rendered through June 30th, no later than July 21<sup>st</sup> during the Term of this MOU. SCAG shall not be obligated to pay for any invoice sent after such date.

- f. CBO shall submit its final invoice to SCAG within thirty (30) days of the completion of the Project, but no later than December 31, 2025. SCAG shall not be obligated to pay for any invoice received after such date.

## **7. Cost Principles**

- a. The Contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Federal Acquisition Regulations System, Chapter 1, Subchapter E, Part 31, et seq. (Office of Management and Budget Circular A-87 Revised, “Cost Principles for State, Local, and Indian Tribal Governments) and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards shall be used to determine the acceptability of individual project cost items.
- b. Recipients agree, and will require that their contractors be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 , et seq., shall be used to determine the allowability of individual project cost items; and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Recipients and every contractor receiving Project funds under this MOU shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- c. If CBO is seeking reimbursement for indirect costs and/or fringe benefits costs, they must annually submit an Indirect Cost Allocation Plan (“ICAP”) or an Indirect Cost Rate Proposal (“ICRP”) to its cognizant agency for indirect costs and/or fringe benefits costs in accordance with Title 2 Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards. The cognizant agency for indirect costs and/or fringe benefits costs means the federal agency responsible for reviewing, negotiating, and approving ICAPs or ICRPs. CBO must provide their approved indirect cost rate and/or fringe benefit rate and provide a copy to SCAG Project Manager of the approved negotiated indirect cost rate agreement (“NICRA”) for the current fiscal year and subsequent years throughout the performance period; or
- d. with the absence of the approved NICRA, annually complete a 10% de minimis indirect cost rate certification form provided by SCAG Project Manager to confirm the eligibility and compliance with Title 2 Code of Federal Regulations (CFR) Part 200 Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards and submit the signed form to SCAG Project Manager for the current fiscal year and subsequent years throughout the performance period. The de minimis rate of 10% is to be applied to modified total direct costs (MTDC) as defined by Title 2 CFR Part 200.1. Title 2 CFR Part 200.1 states MTDC means all direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and up to the first \$25,000 of each subaward (regardless of the period of performance of the subawards under the award), and excludes equipment, capital expenditures, charges for patient care, rental costs, tuition remission, scholarships and fellowships, participant support costs and the portion of each subaward in excess of \$25,000. Other items may be excluded to avoid a

serious inequity in the distribution of indirect costs, and with the approval of the cognizant agency for indirect costs; and/or

- e. with the absence of the approved NICRA, submit a fringe benefits cost allocation plan, prior to the MOU Effective Date, to allocate the fringe benefits costs on the basis of entity-wide salaries and wages of the employees receiving the benefits in accordance with Title 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards, and provide a letter from the CBO's independent auditor confirming the compliance. The following fringe benefits cost rate has been confirmed in accordance with the procedures described above, and will be used throughout the performance period of this MOU:

i. Fringe Benefits Cost Rate: XX%

## **8. Accounting**

- a. CBO shall establish and maintain an accounting system and reports that properly accumulate Project costs incurred by line. The accounting system shall conform to Generally Accepted Accounting Principles ("GAAP"), enable the determination of incurred costs as interim points of completion, and provide support for payment vouchers and invoices.
- b. CBO shall establish a separate ledger account for receipts and expenditures of Grant Funds and maintain expenditure details in accordance with the Scope of Work, as outlined in the most current fully executed SOW Approval Form.
- c. Subject to 3.c.iv. above, CBO shall maintain documentation of its completed procurements (including the use of sole source purchasing), and financial records of expenditures incurred during the course of the Project in accordance with GAAP.

## **9. Work Products**

- a. For purposes of this MOU, "Work Products" shall mean all deliverables created or produced under this MOU including, but not limited to, all deliverables conceived or made either solely or jointly with others during the term of this MOU and during a period of six months after the termination thereof, which relates to the Projects. Work Products shall not include real property or capital improvements. Work Products includes all deliverables, inventions, innovations, improvements, or other works of authorship Recipients may conceive of or develop in the course of this MOU, whether or not they are eligible for patent, copyright, trademark, trade secret or other legal protection.
- b. Recipients shall submit one (1) electronic copy of all Work Products associated with the Project to the assigned SCAG Project Manager.
- c. SCAG shall own all Work Products and may, at its sole discretion, grant to Recipients a perpetual royalty-free, non-assignable, non-exclusive and irrevocable license to reproduce,

publish or otherwise use Work Products related to the Project and developed as part of this MOU; provided, however, that any reproduction, publishing, or reuse of the Work Products will be at Recipients' sole risk and without liability or legal exposure to SCAG.

- d. Subject to any provisions of law, including but not limited to the California Public Records Act, all deliverables and related materials related to the Project shall be held confidential by Recipients. Nothing furnished to SCAG which is otherwise known or is generally known, or has become known, to the related industry shall be deemed confidential. Recipients shall safeguard such confidential materials from unauthorized disclosure, using the same standard of care to avoid disclosure as Recipients treats its confidential information, but in no case less than reasonable care.

## **10. Amendments**

No amendment or variation of the terms of this MOU shall be valid unless made in writing and signed by the Parties. If an amendment is to become effective before the date of full execution by the Parties, the effective date of such amendment shall be no earlier than the date that SCAG received the request.

## **11. Notices**

Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other Party by the Party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

To SCAG:                   Cindy Giraldo  
                                  Chief Financial Officer  
                                  Southern California Association of Governments  
                                  900 Wilshire Blvd., Suite 1700  
                                  Los Angeles, CA 90017  
                                  (213) 630-1413  
                                  giraldo@scag.ca.gov

SCAG reserves the right to change this designation upon written notice to Sub-Recipient.

To Sub-Recipient:       Aziza Fellague Ariouat  
                                  Transportation Planning Associate II  
                                  100 S. Main Street 9th Floor  
                                  Los Angeles, CA 90012  
                                  (213) 651-8848  
                                  aziza.fellagueariouat@lacity.org

Sub-Recipient reserves the right to change this designation upon written notice to Sub-Recipient.

To CBO:                   Margarita Alvarez Gomez

Executive Director  
 501 S Bixel Street  
 Los Angeles, CA 90017  
 (213) 923-3808  
 malvarez@laccnp.org

CBO reserves the right to change this designation upon written notice to SCAG.

**12. Insurance**

- a. Recipients (sub-recipient and CBO), at their own expense, shall each procure and maintain policies of insurance of the types and amounts below, for the duration of the MOU. The policies shall state they afford primary coverage.

<b>Insurance Type</b>	<b>Requirements</b>	<b>Limits</b>
General Liability	Commercial General Liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01.	Not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO “insured contract” language will not be accepted.
Automobile Liability	Automobile insurance at least as broad as Insurance Services Office form CA 00 01.	Covering bodily injury and property damage for all activities of the Recipients arising out of or in connection with work to be performed under this MOU, including coverage for any owned, hired, non-owned, or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.
Workers’ Compensation/ Employer’s Liability	Workers’ Compensation insurance as required by the State of California and Employer’s Liability Insurance. Not required for sole proprietors or Recipients with no employees.	Including Occupational Diseases in accordance with California Law and Employers’ Liability Insurance with a limit of not less than \$1,000,000 each accident.
Professional Liability Insurance	Professional Liability (Errors and Omissions) insurance appropriate to the Recipients’ profession.	With limits of not less than \$1,000,000 per occurrence. In addition, it shall be required that the professional liability insurance policy remain in effect for three (3) years after the Completion Date of this MOU.

- b. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

- i. SCAG, its officials, employees, and volunteers are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of Recipients; products and completed operations of Recipients; premises owned, occupied or used by Recipients; or automobiles owned leased, hired or borrowed by Recipients. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its officials and employees.
  - ii. For any claims related to this Project, Recipients' insurance coverage shall be primary insurance as respects SCAG, its officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of Recipients' insurance and shall not contribute with it.
  - iii. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its officials and employees.
  - iv. Recipients' insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- c. The Workers' Compensation and Employer's Liability policies shall include a waiver of subrogation endorsement in favor of SCAG, its, officials, employees, and volunteers.
  - d. Any deductibles or self-insured retentions in amounts over \$10,000 must be declared to and approved by SCAG.
  - e. Insurance is to be placed with California admitted insurers with a current A.M. Best's rating of no less than A and be admitted, unless otherwise approved by SCAG.
  - f. Recipients shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, Recipients shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.
  - g. Sub-Recipient agrees to ensure that CBO provides the same minimum insurance coverage and endorsements required of Sub-Recipient. Sub-Recipient agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this Section.

### **13. Indemnification**

Recipients, jointly and severally, shall fully defend, indemnify and hold harmless SCAG, its members, officers, employees, and agents from any and all claims, losses, liabilities, damages, expenses, suits or actions including attorneys' fees, brought forth or arising under any theories or assertions of liability, occurring by or resulting from or otherwise related to the Project or this

MOU. Such obligations shall not, however, extend to any claims, losses, liabilities, damages, expenses, suits or actions that arise from SCAG's willful misconduct.

#### **14. Disputes**

Except as otherwise provided in this MOU, any dispute arising under this MOU which is not resolved by mutual agreement shall be decided through binding arbitration by a three (3) member panel in accordance with the rules of the American Arbitration Association and as provided in this provision. If this provision differs from the rules of the American Arbitration Association, then this provision shall control. Recipients shall continue with the responsibilities under this MOU during any dispute until the dispute is resolved. A judgment upon the award rendered by arbitration may be entered into any court having jurisdiction thereof. The arbitration panel shall have the authority to grant any remedy or relief that would have been available to the Parties had the matter been heard in a court of law. Following arbitration, the arbitration panel shall prepare a written decision containing the essential findings and conclusions on which the award is based so as to ensure meaningful judicial review of the decision. All expenses and fees for the arbitrator and expenses for hearing facilities and other expenses of arbitration shall be borne equally by the Parties unless they agree otherwise or unless the arbitrator in the award assesses such expenses against one of the parties or allocates such expenses other than equally between the Parties. A Party may bring an action in court to compel arbitration under this MOU and to enforce an arbitration award.

#### **15. Noncompliance**

- a. In the event of nonperformance or noncompliance with any requirement of this MOU, including but not limited to Project eligibility, schedule, deliverables, or milestone timelines, as outlined in the most current fully executed SOW Approval Form, SCAG may:
  - i. Issue a written notice to stop work to CBO and/or Consultant. If such notice is provided, CBO shall immediately cease all work under the MOU. SCAG has the sole discretion to determine that CBO is in compliance with the terms and conditions after a stop work order, and to deliver a written notice to CBO and/or Consultant to resume work under this MOU.
  - ii. Require repayment of the Grant Funds.
  - iii. Terminate this MOU pursuant to Section 16.
- b. Notwithstanding the provisions set forth above, or any other provision contained in this MOU, no remedy conferred by any of the specific provisions of this MOU or the SOW Approval Form, is intended to be exclusive of any other remedy, and each and every remedy shall be cumulative and shall be in addition to every other remedy existing at law or in equity or by statute or otherwise.

## **16. Termination of MOU**

- a. **Termination for Cancellation or Reduction in SB 1 and TDA Funding.** In the event the California Department of Transportation terminates or cancels funding to SCAG, this MOU is deemed to be terminated and SCAG shall be relieved of any and all obligations under this MOU as of the effective date of the termination. In the event the California Department of Transportation reduces funding to SCAG, SCAG shall have the unilateral right to proportionally reduce funding or terminate this MOU.
- b. **Termination for Convenience.** SCAG or Recipients may terminate this MOU at any time by giving written notice to the other party of such termination at least thirty (30) calendar days before the effective date of such termination. Recipients may only terminate for convenience jointly and may not terminate for convenience separately. Should SCAG terminate the MOU for convenience, upon receipt of the notice of termination, Recipients shall immediately take action to avoid incurring any additional obligation costs or expenses except as may be necessary to terminate their activities. SCAG shall pay CBO its reasonable and allowable costs through the effective date of termination and is not liable for any expenses after termination. In such event, all finished or unfinished Work Products shall be provided to SCAG.
- c. **Termination for Cause.** If through any cause, SCAG or one of the Recipients shall fail to timely and adequately fulfill its obligations under this MOU, or if SCAG or one of the Recipients violates any of the covenants, terms, or stipulations of this MOU, the non-breaching Party shall thereupon have the right to terminate the MOU by giving not less than ten (10) calendar days written notice to the breaching Party of the intent to terminate and specifying the effective date thereof. The non-breaching Party shall provide a reasonable opportunity for the breaching Party to cure prior to termination. In no event shall such opportunity to cure extend beyond the term of the MOU. In the event that SCAG invokes this termination for cause provision, Recipients shall reimburse SCAG for all funds provided for the Project and all finished or unfinished Work Products shall be provided to SCAG at its option.

## **17. Records Retention**

- a. Recipients shall maintain and make available, in accordance with Section 18 of this MOU, all source documents, books and records connected with the Project and all work performed under this MOU for a minimum of three (3) years from the Completion Date or the date an audit resolution is achieved for each annual SCAG Overall Work Program (OWP), whichever is later.
- b. If any litigation, claim, negotiation, audit, monitoring, inspection or other action has been started before the expiration of the required record retention period, all records shall be retained and made available by Recipients until completion of the action and resolution of all issues which arise from it. Records relating to any and all audits or litigation relevant to this MOU shall be retained for five (5) years after the conclusion or resolution of the matter.

## **18. Monitoring and Audits**

- a. SCAG may monitor expenditures and activities of Recipients as SCAG deems necessary to ensure compliance with the MOU, applicable Federal and State requirements, the Program Guidelines, and the Caltrans Sustainable Transportation Planning Grants Guide.
- b. At any time during the term of this MOU, SCAG or other authorized government agency may perform or cause to be performed a financial audit of any and all phases of the Project. At SCAG's or the authorized government agency's request, Recipients shall provide, at their own expense, a financial audit prepared by an independent certified public accountant.

Recipients agree that SCAG or other authorized government agency shall have the right to review, obtain and copy all records and supporting documentation related to the performance of this MOU. Recipients agree to provide any relevant information requested. Copies shall be made and furnished to SCAG upon request at no cost to SCAG.

- c. Recipients agree to permit SCAG and the authorized government agency or their respective designees access to their premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees who might reasonably have information related to such records and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with statutes, program guidelines, and this MOU.
- d. If applicable, Recipients agree to include all costs associated with this MOU and any amendments thereto to be examined in the annual audit and in the schedule of activities to be examined under a single audit prepared by Recipients in compliance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart F - Audit Requirements. Recipients are responsible for assuring that the Single Auditor has reviewed the requirements of this MOU. Copies of said audits shall be submitted to SCAG.
- e. If there are audit findings from SCAG or the authorized government agency's audit, Recipients must submit a detailed response acceptable to SCAG or authorized government agency for each audit finding within ninety (90) days of the audit finding report.

### **19. Compliance with Laws, Rules, and Regulations**

- a. Recipients agree to comply with all federal, state and local laws, rules and regulations applicable to this MOU.
- b. Certifications and Assurances
  - i. Recipients shall adhere to the requirements contained in SCAG's annual Certification and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's OWP, pursuant to 23 CFR 450.334 and the 23 U.S.C. 1234. This Certification shall be published annually in SCAG's OWP. Such requirements shall apply to Recipients to the same extent as SCAG and may include, but are not limited to:

- 1) Title VI of the Civil Rights Act of 1964 and Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
  - 2) Pub. Law 105-178, 112 Stat. 107 and any successor thereto, regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Sec. 105(f), Pub. L. 970424, 96 Stat. 2100, 49 CFR part 26); and
  - 3) The Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the United States Department of Transportation (US DOT) implementing regulations (49 CFR 27, 37, and 38).
- ii. Recipients shall additionally comply with the requirements contained in the annual FTA “Certifications and Assurances for FTA Assistance,” including “Certifications and Assurances Required of Each Applicant” and the “Lobbying Certification” in compliance with 49 U.S.C. Chapter 53; published annually in SCAG’s OWP. Such assurances shall apply to Recipients to the same extent as SCAG, and include but are not limited, the following areas:
- 1) Standard Assurances
  - 2) Debarment, Suspension, and Other Responsibility Matters for Primary Covered Transactions
  - 3) Drug Free Work Place Agreement
  - 4) Intergovernmental Review Assurance
  - 5) Nondiscrimination Assurance
  - 6) DBE Assurance
  - 7) Nondiscrimination on the Basis of Disability
  - 8) Certification and Assurances Required by the U.S. Office of Management and Budget
- iii. Federal Lobbying Activities Certification.
- 1) By signing this MOU, Recipients certify, to the best of their knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of Recipients, respectively, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, or the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
  - 2) If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant, Recipients, as applicable, shall complete and submit Federal Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with those form instructions.”

3) This certification is a material representation of fact, upon which reliance was placed when this MOU was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. and by the Master Fund Transfer Agreement between SCAG and the State.

c. Equal Employment Opportunity/Nondiscrimination

- i. In the performance of work undertaken pursuant to this MOU, the Parties and their assignees and successors in interest, shall affirmatively require that their employees and contractors shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (cancer), age, marital status, denial of family and medical care leave, and denial of pregnancy disability leave.
- ii. The Parties shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing the Government Code sections referenced above, are incorporated into this MOU by reference and made a part hereof as if set forth in full.
- iii. Noncompliance: In the event of noncompliance by a Party with the nondiscrimination provisions of this MOU, another Party may cancel, terminate or suspend the MOU, in whole or in part.
- iv. If required by DOT, additional or alternate sanctions for noncompliance may be imposed.

## **20. Public Works and Construction**

The Grant Funds shall not be used for public works projects. Services constituting public works are described in California Labor Code Sections 1720-1861, as may be amended or recodified by legislative action from time-to-time. The use of Grant Funds for a public works project shall be a breach of this MOU.

## **21. Conflict of Interest**

The Parties shall comply with all applicable Federal and State conflict of interest laws, regulations and policies.

## **22. Independent Contractor**

Recipients shall be independent contractors in the performance of this MOU, and not officers, employees, or agents of SCAG.

### **23. Assignment**

No Party shall assign any rights or interests in this MOU, or any part thereof, without the written consent of each Party to this MOU, which consent may be granted, withheld or conditioned in the consenting Party's sole and absolute discretion. Any assignment without such written consent shall be void and unenforceable. The covenants and agreement of this MOU shall inure to the benefit of and shall be binding upon each of the Parties and their respective successors and assignees.

### **24. Release of Information**

- a. Recipients shall not release any information or Work Products to a third party or otherwise publish or utilize any information or Work Products obtained or produced by it as a result of or in connection with the performance of services under this MOU without the prior written authorization of SCAG, except as provided under this MOU or as required by law (including, without limitation, pursuant to the California Public Records Act).
- b. All public-facing communications materials relating to this MOU or its subject matter shall acknowledge SCAG. Communications materials include, but are not limited to, site signage, printed information materials, print and online publications, websites, advertisements, video, public service announcements, social media postings, events, media advisories, news releases, and all other related materials.
- c. To ensure consistency of public information about SCAG programs and funded work products, Sub-Recipient is required to notify and coordinate with SCAG Project Manager who will coordinate with SCAG's Manager of Media & Public Affairs or a specified designee on any media inquiries or plans for proactively providing information to media outlets.
- d. All communication materials must be provided to SCAG, including SCAG Project Manager, prior to completion so that inclusion of this element can be confirmed.

### **25. Non-Exclusivity**

Nothing herein is intended nor shall be construed as creating an exclusive arrangement between SCAG and Recipients.

### **26. Severability**

If any provision of this MOU is held to be illegal, invalid, or unenforceable, in whole or in part, such provision shall be modified to the minimum extent necessary to make it legal, valid, and enforceable, and the legality, validity, and enforceability of the remaining provisions shall not be affected thereby.

### **27. Survival**

The following sections survive expiration or termination of this MOU:

Section 5 (Funding)  
Section 9 (Work Products)  
Section 12 (Insurance)  
Section 13 (Indemnification)  
Section 14 (Disputes)  
Section 17 (Records Retention)  
Section 18 (Monitoring and Audits)  
Section 19 (Compliance with Laws, Rules, and Regulations)  
Section 21 (Conflict of Interest))  
Section 24 (Release of Information)  
Section 29 (Jurisdiction and Venue)  
Section 30 (Waiver)

## **28. Flow-Down Provisions**

Recipients shall include the following provisions in all agreements entered into containing funds provided under this MOU, require the provisions below that survive expiration or termination of this MOU to survive, and shall include a requirement in all agreements that each of them in turn include the requirements in all contracts and subcontracts they enter into to perform work under the Project. SCAG does not have a contractual relationship with Recipients consultants, contractors, sub-recipients, or subcontractors, and shall be fully responsible for monitoring and ensuring compliance with these provisions.

Section 3.c. (Scope of Work and Responsibilities of the Parties – nexus to SB 1)  
Section 3.c. (Scope of Work and Responsibilities of the Parties – penalty of perjury)  
Section 5.e. (Funding – repayment of ineligible costs)  
Section 6 (Invoices)  
Section 7 (Cost Principles)  
Section 8 (Accounting)  
Section 9 (Work Products)  
Section 12 (Insurance)  
Section 13 (Indemnification)  
Section 14 (Disputes)  
Section 17 (Records Retention)  
Section 18 (Monitoring and Audits)  
Section 19 (Compliance with Laws, Rules, and Regulations)  
Section 20 (Public Works and Construction)  
Section 21 (Conflict of Interest)  
Section 22 (Independent Contractor)  
Section 23 (Assignment)  
Section 24 (Release of Information)

Upon SCAG's request, Recipients shall provide SCAG a copy of any such agreement.

### **29. Jurisdiction and Venue**

This MOU shall be deemed an agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. Subject to the provisions in Section 14, the Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought thereunder shall be Los Angeles County, California.

### **30. Waiver**

No delay or failure by a Party to exercise or enforce at any time any right or provision of this MOU shall be considered a waiver thereof of such Party's right thereafter to exercise or enforce each and every right and provision of this MOU. A waiver to be valid shall be in writing but need not be supported by consideration. No single waiver shall constitute a continuing or subsequent waiver.

### **31. Standard of Care**

Recipients shall perform the work required for the Project under this MOU in accordance with generally accepted industry standards, practices, and principles applicable to such work.

### **32. Force Majeure**

No Party shall be liable or deemed to be in default for any delay or failure in performance under this MOU or interruption of services resulting, directly or indirectly, from acts of nature, civil or military authority, acts of public enemy, war, strikes, labor disputes, pandemics, or any other similar cause beyond the reasonable control of the Parties, provided that the Party seeking to delay or excuse its performance as a result of such event shall notify the other Parties in writing of such circumstances within not more than ten (10) days following the first occurrence of the event forming the basis of the delay or excuse of performance. In the event that the Party seeking to delay or excuse its performance fails to timely deliver the notice described in the previous sentence, then such event shall not relieve the Party from its timely performance.

### **33. Entire MOU**

This MOU, comprised of these terms and conditions, the attached exhibits, and any properly executed amendments, represents and contains the entire agreement of the Parties with respect to the matters set forth herein. This MOU supersedes any and all prior negotiations, discussions and, if any, previous agreements between the Parties with respect to the matters set forth herein.

### **34. Execution**

This MOU, or any amendments related thereto, may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any amendments may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to

this MOU or an amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any amendment.

**35. Effective Date**

This MOU shall be effective as of the last date on which the document is executed by all Parties.

**36. Authority**

Recipients warrant and certify that they possess the legal authority to execute this MOU and to undertake the Project, and, if applicable, that a resolution, motion, or similar action has been fully adopted or passed, as an official act of Recipients' governing body, authorizing receipt of the Grant Funds, and directing and designating the authorized representative(s) to act in connection with the Project and to provide such additional information as may be required by SCAG.

DRAFT

**SIGNATURE PAGE TO  
MEMORANDUM OF UNDERSTANDING  
No. M-015-24**

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be executed by their duly authorized representatives as of the dates indicated below:

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (“SCAG”)**

By: \_\_\_\_\_ Date \_\_\_\_\_  
Cindy Giraldo  
Chief Financial Officer

APPROVED AS TO FORM:

By: \_\_\_\_\_ Date \_\_\_\_\_  
Jeffery Elder  
Chief Counsel

**LOS ANGELES DEPARTMENT OF TRANSPORTATION (“Sub-Recipient”)**

By: \_\_\_\_\_ Date \_\_\_\_\_  
Laura Rubio-Cornejo  
General Manager

APPROVED AS TO FORM:

By: \_\_\_\_\_ Date \_\_\_\_\_  
Michael Nagle  
Deputy City Attorney

**CENTRAL CITY NEIGHBORHOOD PARTNERS (“CBO”)**

By: \_\_\_\_\_ Date \_\_\_\_\_  
Margarita Alvarez Gomez  
Executive Director

**MEMORANDUM OF UNDERSTANDING**  
**No. M-016-24**

**SCAG Overall Work Program (OWP) No: 275.4823.08**

**Federal/State Awarding Agency:** State of California Department of Transportation

**Funding Source:** Road Repair and Accountability Act of 2017 (SB 1) - FY24 SB 1 Sustainable Communities Formula Grant and Transportation Development Act (TDA) funds

**Sub-Recipient:** City of Los Angeles, Department of Public Works, Bureau of Street Services (StreetsLA)

**Sub-Recipient's UEID No:** QQTGL8GLQKW6

**Total Amount of Federal Funds Obligated to the Recipient:** \$0

**Total Amount of Non-Federal Funds Obligated to the Recipient:** \$499,701.00 (for SCAG procured consultant payments only; no pass-through payments to the Sub-Recipient)

**Subaward Period of Performance Start Date:** Effective Date of this MOU

**Subaward Period of Performance End Date:** November 30, 2025

**Type of Contract:** Project Specific

**Method of Payment:** See Section 6 of this MOU

**Project R&D:** N/A

**Indirect Cost Rate for the Award:** N/A

**Fringe Benefits Cost Rate for the Award:** N/A

**Subaward Project Title:** StreetsLA Sustainable Communities Program ("SCP") – Civic Engagement, Equity and Environmental Justice ("CEEEJ") Grant – Linking Warner Center as an Active Transportation Hub to Jobs and Housing

**Subaward Project Description:** StreetsLA will utilize SB 1 and TDA funding to fund a multimodal communities project to meet SB 1 goals and objectives within the SCAG region.

**MEMORANDUM OF UNDERSTANDING  
No. M-016-24**

**BETWEEN THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND STREETS LA  
FOR SCP CEEJ GRANT**

(SCAG Project/OWP No. 275.4823.08)

This Memorandum of Understanding (“MOU”) is entered into by and between the **Southern California Association of Governments** (“SCAG”) and **StreetsLA** (“Sub-Recipient”), for a Sustainable Communities Program (“SCP”) Civic Engagement, Equity and Environmental Justice (“CEEJ”) Grant. SCAG and Sub-Recipient may be individually referred to as “Party” and collectively as “Parties.”

**RECITALS**

WHEREAS, the Road Repair and Accountability Act of 2017 (“SB 1”) makes funding available to Metropolitan Planning Organizations (“MPO”) and other regional entities for transportation activities;

WHEREAS, SCAG is the federally designated MPO for Southern California, primarily responsible for the development of a Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS” also known as “Connect SoCal”) for the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura;

WHEREAS, SCAG’s Regional Council authorized \$5,000,000 to fund the SCP CEEJ Program (“Program”);

WHEREAS, \$2,000,000 of the funds authorized for the Program were SB 1 funds;

WHEREAS, on January 5, 2023, SCAG’s Regional Council approved the Program Guidelines;

WHEREAS, on April 12, 2023, SCAG released a Call for Applications for the Program;

WHEREAS, SCAG has or will procure a Consultant to perform services required for the Program;

WHEREAS, Sub-Recipient, eligible for funds under the Program, developed and submitted a proposed project for the Program (the “Project”) which was reviewed by SCAG, determined to be consistent with the Program Guidelines, and thereafter approved by SCAG and the Regional Council;

WHEREAS, SCAG’s Consultant will perform the services required for the Project and Sub-Recipient will provide assistance to SCAG and Consultant as needed to complete the Project; and

WHEREAS, the purpose of this MOU is to describe the responsibilities of the Parties.

**NOW THEREFORE, IT IS MUTUALLY AGREED THAT:**

**1. Recitals and Exhibits**

The Recitals and all exhibits referred to in this MOU are incorporated herein by this reference and made a part of the provisions of this MOU.

**2. Term**

The Term of this MOU shall begin on the Effective Date and continue until November 30, 2025 (“Completion Date”) unless terminated earlier as provided herein. Time is of the essence in the performance of services under this MOU.

**3. Scope of Work and Responsibilities of the Parties:**

a. SCAG will:

- i. Contribute funding for the Project in accordance with the Funding Section, below.
- ii. Develop, in consultation with Sub-Recipient, a Consultant Scope of Work for the Project, which is separate and distinct from the MOU Scope of Work attached as Exhibit A.
- iii. Procure a consultant (“Consultant”) to perform the Consultant Scope of Work in accordance with SCAG’s Procurement Policies and Procedures.
- iv. Oversee and manage Consultant’s activities in performing the Consultant Scope of Work.
- v. Review, approve, and pay Consultant’s invoices and review and approve Consultant’s deliverables; provided, however, prior to approving an invoice or deliverable from the Consultant, SCAG’s Project Manager shall consult with Sub-Recipient’s Project Manager.

b. Sub-Recipient will:

- i. Perform its duties under this MOU, in accordance with applicable Federal and State requirements, the Program Guidelines, [the Caltrans Sustainable Transportation Planning Grants Guide](#), and the MOU Scope of Work.
- ii. Consult with SCAG on the development of the Consultant Scope of Work and provide written approval of the Consultant Scope of Work prior to SCAG directing the Consultant to begin the work.
- iii. Commit to supporting the Project and provide SCAG and Consultant with technical guidance for the Project.
- iv. Reasonably cooperate with SCAG and the Consultant and provide information requested by SCAG or the Consultant without delay.

- v. Review and provide feedback on Consultant invoices and deliverables within 10 working days of receipt from SCAG, except within 5 days for SCAG's fiscal year end, unless an extension is approved by SCAG Project Manager.
- vi. Provide any required decisions as promptly as practicable to avoid unreasonable delay and provide technical leadership and support for reporting/invoicing as necessary.
- vii. At any time during the term of this MOU, SCAG may request, and Sub-Recipient shall provide a performance report demonstrating satisfaction of all requirements identified in this MOU.

#### **4. Project Management**

- a. All work under this MOU shall be coordinated with SCAG and Sub-Recipient through the Project Managers.
- b. For purposes of this MOU, SCAG designates the following individual as its Project Manager:

Lyndsey Nolan  
Senior Regional Planner, Inclusive Economic Growth  
213-236-1935  
nolan@scag.ca.gov

SCAG reserves the right to change this designation upon written notice to Sub-Recipient.

- c. For purposes of this MOU, Sub-Recipient designates the following individual as its Project Manager:

Gina Liang  
Landscape Architect I  
213-442-4267  
[gina.liang@lacity.org](mailto:gina.liang@lacity.org)

Sub-Recipient reserves the right to change this designation upon written notice to SCAG.

#### **5. Funding**

- a. SCAG's contribution to the Project is funded wholly with SB 1 funds and TDA funds, in an amount not to exceed \$499,701 ("Grant Funds"). The Grant Funds shall be used solely for the procurement and payment of the Consultant. No funds will be provided to Sub-Recipient.
- b. SCAG shall not be obligated to make payments for any Project costs that exceed Grant Funds. SCAG shall not be obligated to pay for any increase in Project costs which exceeds the Project's budget included in this MOU. SCAG shall not be obligated to make payments from any source other than SB 1 and TDA funds. In the event SB 1 and TDA funds become unavailable, SCAG shall have the right to terminate this MOU, or to amend this MOU to reflect the changes in funding.

- c. SCAG shall make payments to Consultant only for work performed as part of the Consultant Scope of Work and MOU Scope of Work and consistent with SB 1 and TDA funding objectives, the Program Guidelines, and the Caltrans Sustainable Transportation Planning Grants Guide.
- d. SCAG reserves the right, in its sole discretion, to discontinue funding the Project and/or terminate this MOU.

## **6. Invoices**

Reserved.

## **7. Cost Principles**

- a. The Contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Federal Acquisition Regulations System, Chapter 1, Subchapter E, Part 31, et seq. (Office of Management and Budget Circular A-87 Revised, “Cost Principles for State, Local, and Indian Tribal Governments) and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards shall be used to determine the acceptability of individual project cost items.
- b. Sub-Recipient agrees, and will require that their contractors be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 , et seq., shall be used to determine the allowability of individual project cost items; and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Sub-Recipient and every contractor receiving Project funds under this MOU shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

## **8. Accounting**

Reserved.

## **9. Work Products**

- a. For purposes of this MOU, “Work Products” shall mean all deliverables created or produced under this MOU including, but not limited to, all deliverables conceived or made either solely or jointly with others during the term of this MOU and during a period of six months after the termination thereof, which relates to the Project. Work Products shall not include real property or capital improvements. Work Products includes all deliverables, inventions, innovations, improvements, or other works of authorship Sub-Recipient may conceive of or develop in the course of this MOU, whether or not they are eligible for patent, copyright, trademark, trade secret or other legal protection.
- b. Sub-Recipient shall submit one (1) electronic copy of all Work Products associated with the Project to the assigned SCAG Project Manager.

- c. SCAG shall own all Work Products and may, at its sole discretion, grant to Sub-Recipient a perpetual royalty-free, non-assignable, non-exclusive and irrevocable license to reproduce, publish or otherwise use Work Products related to the Project and developed as part of this MOU; provided, however, that any reproduction, publishing, or reuse of the Work Products will be at Sub-Recipient's sole risk and without liability or legal exposure to SCAG.
- d. Subject to any provisions of law, including but not limited to the California Public Records Act, all deliverables and related materials related to the Project shall be held confidential by Sub-Recipient. Nothing furnished to SCAG which is otherwise known or is generally known, or has become known, to the related industry shall be deemed confidential. Sub-Recipient shall safeguard such confidential materials from unauthorized disclosure, using the same standard of care to avoid disclosure as Sub-Recipient treats its confidential information, but in no case less than reasonable care.

## **10. Amendments**

No amendment or variation of the terms of this MOU shall be valid unless made in writing and signed by the Parties. If an amendment is to become effective before the date of full execution by the Parties, the effective date of such amendment shall be no earlier than the date that SCAG received the request.

## **11. Notices**

Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other Party by the Party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

To SCAG:                   Cindy Giraldo  
                                  Chief Financial Officer  
                                  Southern California Association of Governments  
                                  900 Wilshire Blvd., Suite 1700  
                                  Los Angeles, CA 90017  
                                  (213) 630-1413  
                                  [giraldo@scag.ca.gov](mailto:giraldo@scag.ca.gov)

SCAG reserves the right to change this designation upon written notice to Sub-Recipient.

To Sub-Recipient:       Shirley Lau  
                                  Assistant Director, City of Los Angeles Bureau of Street Services  
                                  1149 S. Broadway St., 4<sup>th</sup> Floor  
                                  Los Angeles, CA 90015  
                                  (213) 847-3333  
                                  [shirley.lau@lacity.org](mailto:shirley.lau@lacity.org)

Sub-Recipient reserves the right to change this designation upon written notice to SCAG.

**12. Insurance**

- a. Sub-Recipient, at its own expense, shall procure and maintain policies of insurance of the types and amounts below, for the duration of the MOU. The policies shall state they afford primary coverage.

<b>Insurance Type</b>	<b>Requirements</b>	<b>Limits</b>
General Liability	Commercial General Liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01.	Not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO “insured contract” language will not be accepted.
Automobile Liability	Automobile insurance at least as broad as Insurance Services Office form CA 00 01.	Covering bodily injury and property damage for all activities of the Sub-Recipient arising out of or in connection with work to be performed under this MOU, including coverage for any owned, hired, non-owned, or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.
Workers’ Compensation/ Employer’s Liability	Workers’ Compensation insurance as required by the State of California and Employer’s Liability Insurance. Not required for sole proprietors or Sub-Recipient with no employees.	Including Occupational Diseases in accordance with California Law and Employers’ Liability Insurance with a limit of not less than \$1,000,000 each accident.
Professional Liability Insurance	Professional Liability (Errors and Omissions) insurance appropriate to the Sub-Recipient’s profession.	With limits of not less than \$1,000,000 per occurrence. In addition, it shall be required that the professional liability insurance policy remain in effect for three (3) years after the Completion Date of this MOU.

- b. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:
- i. SCAG, its officials, employees, and volunteers are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of Sub-Recipient; products and completed operations of Sub-Recipient; premises owned, occupied or used by Sub-Recipient; or automobiles owned leased, hired or borrowed by Sub-Recipient. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its officials and employees.
  - ii. For any claims related to this Project, Sub-Recipient’s insurance coverage shall be primary insurance as respects to SCAG, its officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of Sub-Recipient’s insurance and shall not contribute with it.

- iii. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its officials and employees.
- iv. Sub-Recipient's insurance shall apply separately to each insured against whom a claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- c. The Workers' Compensation and Employer's Liability policies shall include a waiver of subrogation endorsement in favor of SCAG, its, officials, employees, and volunteers.
- d. Any deductibles or self-insured retentions in amounts over \$10,000 must be declared to and approved by SCAG.
- e. Insurance is to be placed with California admitted insurers with a current A.M. Best's rating of no less than A and be admitted, unless otherwise approved by SCAG.
- f. Sub-Recipient shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, Sub-Recipient shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.

### **13. Indemnification**

Sub-Recipient shall fully defend, indemnify and hold harmless SCAG, its members, officers, employees, and agents from any and all claims, losses, liabilities, damages, expenses, suits or actions including attorneys' fees, brought forth or arising under any theories or assertions of liability, occurring by or resulting from or otherwise related to the Project or this MOU. Such obligations shall not, however, extend to any claims, losses, liabilities, damages, expenses, suits or actions that arise from SCAG's willful misconduct.

### **14. Disputes**

Except as otherwise provided in this MOU, any dispute arising under this MOU which is not resolved by mutual agreement shall be decided through binding arbitration by a three (3) member panel in accordance with the rules of the American Arbitration Association and as provided in this provision. If this provision differs from the rules of the American Arbitration Association, then this provision shall control. Sub-Recipient shall continue with the responsibilities under this MOU during any dispute until the dispute is resolved. A judgment upon the award rendered by arbitration may be entered into any court having jurisdiction thereof. The arbitration panel shall have the authority to grant any remedy or relief that would have been available to the Parties had the matter been heard in a court of law. Following arbitration, the arbitration panel shall prepare a written decision containing the essential findings and conclusions on which the award is based so as to ensure meaningful judicial review of the decision. All expenses and fees for the arbitrator and expenses for hearing facilities and other expenses of arbitration shall be borne equally by the Parties unless they agree otherwise or unless the arbitrator in the award assesses such expenses against one of the parties or allocates such expenses

other than equally between the Parties. A Party may bring an action in court to compel arbitration under this MOU and to enforce an arbitration award.

## **15. Noncompliance**

- a. In the event of nonperformance or noncompliance with any requirement of this MOU, SCAG may:
  - i. Issue a written notice to stop work. If such notice is provided, Sub-Recipient and Consultant shall immediately cease all work under the MOU. SCAG has the sole discretion to determine that Sub-Recipient is in compliance with the terms and conditions after a stop work order, and to deliver a written notice to Sub-Recipient and Consultant to resume work under this MOU.
  - ii. Require repayment of the Grant Funds.
  - iii. Terminate this MOU pursuant to the Termination Section.
- b. Notwithstanding the provisions set forth above, or any other provision contained in this MOU, no remedy conferred by any of the specific provisions of this MOU, is intended to be exclusive of any other remedy, and each and every remedy shall be cumulative and shall be in addition to every other remedy existing at law or in equity or by statute or otherwise.

## **16. Termination of MOU**

- a. Termination for Cancellation or Reduction in SB 1 and TDA Funding. In the event the California Department of Transportation terminates or cancels funding to SCAG, this MOU is deemed to be terminated and SCAG shall be relieved of any and all obligations under this MOU as of the effective date of the termination. In the event the California Department of Transportation reduces funding to SCAG, SCAG shall have the unilateral right to proportionally reduce funding or terminate this MOU.
- b. Termination for Convenience. Either Party may terminate this MOU at any time by giving written notice to the other party of such termination at least thirty (30) calendar days before the effective date of such termination. Should SCAG terminate the MOU for convenience, upon receipt of the notice of termination, Sub-Recipient shall immediately take action to avoid incurring any additional obligation costs or expenses except as may be necessary to terminate their activities. In such event, all finished or unfinished Work Products shall be provided to SCAG.
- c. Termination for Cause. If through any cause, SCAG or the Sub-Recipient shall fail to timely and adequately fulfill its obligations under this MOU, or if SCAG or the Sub-Recipient violates any of the covenants, terms, or stipulations of this MOU, the non-breaching Party shall thereupon have the right to terminate the MOU by giving not less than ten (10) calendar days written notice to the breaching Party of the intent to terminate and specifying the effective date thereof. The non-breaching Party shall provide a reasonable opportunity for the breaching Party to cure prior to termination. In no event shall such opportunity to cure extend beyond the term of the MOU. In the event that SCAG invokes this termination for cause provision, Sub-Recipient shall reimburse SCAG for all funds provided for the Project and all finished or unfinished Work Products shall be provided to SCAG at its option.

## **17. Records Retention**

- a. Sub-Recipient shall maintain and make available, in accordance with the Monitoring and Audits Section of this MOU, all source documents, books and records connected with the Project and all work performed under this MOU for a minimum of three (3) years from the Completion Date or the date an audit resolution is achieved for each annual SCAG Overall Work Program (OWP), whichever is later.
- b. If any litigation, claim, negotiation, audit, monitoring, inspection or other action has been started before the expiration of the required record retention period, all records shall be retained and made available by Sub-Recipient until completion of the action and resolution of all issues which arise from it. Records relating to any and all audits or litigation relevant to this MOU shall be retained for five (5) years after the conclusion or resolution of the matter.

## **18. Monitoring and Audits**

- a. SCAG may monitor activities of Sub-Recipient as SCAG deems necessary to ensure compliance with the MOU, applicable Federal and State requirements, the Program Guidelines, and the Caltrans Sustainable Transportation Planning Grants Guide.
- b. At any time during the term of this MOU, SCAG or other authorized government agency may perform or cause to be performed a financial audit of any and all phases of the Project. At SCAG's or the authorized government agency's request, Sub-Recipient shall provide, at their own expense, a financial audit prepared by an independent certified public accountant.
- c. Sub-Recipient agrees that SCAG or other authorized government agency shall have the right to review, obtain and copy all records and supporting documentation related to the performance of this MOU. Sub-Recipient agrees to provide any relevant information requested. Copies shall be made and furnished to SCAG upon request at no cost to SCAG.
- d. Sub-Recipient agrees to permit SCAG and the authorized government agency or their respective designees access to their premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees who might reasonably have information related to such records and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with statutes, program guidelines, and this MOU.
- e. If applicable, Sub-Recipient agrees to include all costs associated with this MOU and any amendments thereto to be examined in the annual audit and in the schedule of activities to be examined under a single audit prepared by Sub-Recipient in compliance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart F - Audit Requirements. Sub-Recipient is responsible for assuring that the Single Auditor has reviewed the requirements of this MOU. Copies of said audits shall be submitted to SCAG.
- f. If there are audit findings from SCAG or the authorized government agency's audit, Sub-Recipient must submit a detailed response acceptable to SCAG or authorized government agency for each audit finding within ninety (90) days of the audit finding report.

## **19. Compliance with Laws, Rules, and Regulations**

- a. Sub-Recipient agrees to comply with all federal, state and local laws, rules and regulations applicable to this MOU.
- b. Certifications and Assurances
  - i. Sub-Recipient shall adhere to the requirements contained in SCAG's annual Certification and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's OWP, pursuant to 23 CFR 450.334 and the 23 U.S.C. 1234. This Certification shall be published annually in SCAG's OWP. Such requirements shall apply to Sub-Recipient to the same extent as SCAG and may include, but are not limited to:
    - 1) Title VI of the Civil Rights Act of 1964 and Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
    - 2) Pub. Law 105-178, 112 Stat. 107 and any successor thereto, regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Sec. 105(f), Pub. L. 970424, 96 Stat. 2100, 49 CFR part 26); and
    - 3) The Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the United States Department of Transportation (US DOT) implementing regulations (49 CFR 27, 37, and 38).
  - ii. Sub-Recipient shall additionally comply with the requirements contained in the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in SCAG's OWP. Such assurances shall apply to Sub-Recipient to the same extent as SCAG, and include but are not limited, the following areas:
    - 1) Standard Assurances
    - 2) Debarment, Suspension, and Other Responsibility Matters for Primary Covered Transactions
    - 3) Drug Free Work Place Agreement
    - 4) Intergovernmental Review Assurance
    - 5) Nondiscrimination Assurance
    - 6) DBE Assurance
    - 7) Nondiscrimination on the Basis of Disability
    - 8) Certification and Assurances Required by the U.S. Office of Management and Budget
  - iii. Federal Lobbying Activities Certification.
    - 1) By signing this MOU, Sub-Recipient certifies, to the best of their knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of Sub-Recipient, respectively, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any Federal

- loan, the entering into of any cooperative agreement, or the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant, Sub-Recipient, as applicable, shall complete and submit Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with those form instructions."
  - 3) This certification is a material representation of fact, upon which reliance was placed when this MOU was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. and by the Master Fund Transfer Agreement between SCAG and the State.

c. **Equal Employment Opportunity/Nondiscrimination**

- i. In the performance of work undertaken pursuant to this MOU, the Parties and their assignees and successors in interest, shall affirmatively require that their employees and contractors shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (cancer), age, marital status, denial of family and medical care leave, and denial of pregnancy disability leave.
- ii. The Parties shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing the Government Code sections referenced above, are incorporated into this MOU by reference and made a part hereof as if set forth in full.
- iii. Noncompliance: In the event of noncompliance by a Party with the nondiscrimination provisions of this MOU, another Party may cancel, terminate or suspend the MOU, in whole or in part.
- iv. If required by DOT, additional or alternate sanctions for noncompliance may be imposed.

**20. Public Works and Construction**

The Grant Funds shall not be used for public works projects. Services constituting public works are described in California Labor Code Sections 1720-1861, as may be amended or recodified by legislative action from time-to-time. The use of Grant Funds for a public works project shall be a breach of this MOU.

## **21. Conflict of Interest**

The Parties shall comply with all applicable Federal and State conflict of interest laws, regulations and policies.

## **22. Independent Contractor**

Sub-Recipient shall be an independent contractor in the performance of this MOU, and not an officer, employee, or agent of SCAG.

## **23. Assignment**

No Party shall assign any rights or interests in this MOU, or any part thereof, without the written consent of each Party to this MOU, which consent may be granted, withheld or conditioned in the consenting Party's sole and absolute discretion. Any assignment without such written consent shall be void and unenforceable. The covenants and agreement of this MOU shall inure to the benefit of and shall be binding upon each of the Parties and their respective successors and assignees.

## **24. Release of Information**

- a. Sub-Recipient shall not release any information or Work Products to a third party or otherwise publish or utilize any information or Work Products obtained or produced by it as a result of or in connection with the performance of services under this MOU without the prior written authorization of SCAG, except as provided under this MOU or as required by law (including, without limitation, pursuant to the California Public Records Act).
- b. All public-facing communications materials relating to this MOU or its subject matter shall acknowledge SCAG. Communications materials include, but are not limited to, site signage, printed information materials, print and online publications, websites, advertisements, video, public service announcements, social media postings, events, media advisories, news releases, and all other related materials.
- c. To ensure consistency of public information about SCAG programs and funded work products, Sub-Recipient is required to notify and coordinate with SCAG Project Manager who will coordinate with SCAG's Manager of Media & Public Affairs or a specified designee on any media inquiries or plans for proactively providing information to media outlets.
- d. All communication materials must be provided to SCAG, including SCAG Project Manager, prior to completion so that inclusion of this element can be confirmed.

## **25. Non-Exclusivity**

Nothing herein is intended nor shall be construed as creating an exclusive arrangement between SCAG and Sub-Recipient. This MOU shall not restrict SCAG from acquiring similar, equal or like services from other entities or sources.

## **26. Severability**

If any provision of this MOU is held to be illegal, invalid, or unenforceable, in whole or in part, such provision shall be modified to the minimum extent necessary to make it legal, valid, and enforceable, and the legality, validity, and enforceability of the remaining provisions shall not be affected thereby.

## **27. Survival**

The following sections survive expiration or termination of this MOU:

Section 5 (Funding)  
Section 9 (Work Products)  
Section 12 (Insurance)  
Section 13 (Indemnification)  
Section 14 (Disputes)  
Section 17 (Records Retention)  
Section 18 (Monitoring and Audits)  
Section 19 (Compliance with Laws, Rules, and Regulations)  
Section 21 (Conflict of Interest)  
Section 24 (Release of Information)  
Section 29 (Jurisdiction and Venue)  
Section 30 (Waiver)

## **28. Flow-Down Provisions**

Sub-Recipient shall include the following provisions in all agreements entered into containing funds provided under this MOU, require the provisions below that survive expiration or termination of this MOU to survive, and shall include a requirement in all agreements that each of them in turn include the requirements in all contracts and subcontracts they enter into to perform work under the Project. SCAG does not have a contractual relationship with Sub-Recipient consultants, contractors, sub-recipients, or subcontractors, and shall be fully responsible for monitoring and ensuring compliance with these provisions.

Section 3 (Scope of Work and Responsibilities of the Parties) Section 7 (Cost Principles)  
Section 9 (Work Products)  
Section 12 (Insurance)  
Section 13 (Indemnification)  
Section 14 (Disputes)  
Section 17 (Records Retention)  
Section 18 (Monitoring and Audits)  
Section 19 (Compliance with Laws, Rules, and Regulations)  
Section 20 (Public Works and Construction)  
Section 21 (Conflict of Interest)  
Section 22 (Independent Contractor)  
Section 23 (Assignment)  
Section 24 (Release of Information)

Upon SCAG's request, Sub-Recipient shall provide SCAG a copy of any such agreement.

## **29. Jurisdiction and Venue**

This MOU shall be deemed an agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. Subject to the provisions of the Disputes Section, the Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought thereunder shall be Los Angeles County, California.

## **30. Waiver**

No delay or failure by a Party to exercise or enforce at any time any right or provision of this MOU shall be considered a waiver thereof of such Party's right thereafter to exercise or enforce each and every right and provision of this MOU. A waiver to be valid shall be in writing but need not be supported by consideration. No single waiver shall constitute a continuing or subsequent waiver.

## **31. Standard of Care**

Sub-Recipient shall perform the work required for the Project under this MOU in accordance with generally accepted industry standards, practices, and principles applicable to such work.

## **32. Force Majeure**

No Party shall be liable or deemed to be in default for any delay or failure in performance under this MOU or interruption of services resulting, directly or indirectly, from acts of nature, civil or military authority, acts of public enemy, war, strikes, labor disputes, pandemics, or any other similar cause beyond the reasonable control of the Parties, provided that the Party seeking to delay or excuse its performance as a result of such event shall notify the other Parties in writing of such circumstances within not more than ten (10) days following the first occurrence of the event forming the basis of the delay or excuse of performance. In the event that the Party seeking to delay or excuse its performance fails to timely deliver the notice described in the previous sentence, then such event shall not relieve the Party from its timely performance.

## **33. Entire MOU**

This MOU, comprised of these terms and conditions, the attached exhibits, and any properly executed amendments, represents and contains the entire agreement of the Parties with respect to the matters set forth herein. This MOU supersedes any and all prior negotiations, discussions and, if any, previous agreements between the Parties with respect to the matters set forth herein.

## **34. Execution**

This MOU, or any amendments related thereto, may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any amendments may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any amendment.

**35. Effective Date**

This MOU shall be effective as of the last date on which the document is executed by all Parties.

**36. Authority**

Sub-Recipient warrants and certifies that they possess the legal authority to execute this MOU and to undertake the Project, and, if applicable, that a resolution, motion, or similar action has been fully adopted or passed, as an official act of Sub-Recipient's governing body, authorizing receipt of the Grant Funds, and directing and designating the authorized representative(s) to act in connection with the Project and to provide such additional information as may be required by SCAG.

**[Signatures on following page.]**

DRAFT

**SIGNATURE PAGE TO  
MEMORANDUM OF UNDERSTANDING  
NO. M-016-24**

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be executed by their duly authorized representatives as of the dates indicated below:

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (“SCAG”)**

By: \_\_\_\_\_  
Cindy Giraldo  
Chief Financial Officer  
Date \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Jeffery Elder  
Chief Counsel  
Date \_\_\_\_\_

**CITY OF LOS ANGELES, DEPARTMENT OF PUBLIC WORKS, BUREAU OF STREET SERVICES a.k.a STREETS LA (“Sub-Recipient”)**

By: \_\_\_\_\_  
Shirley Lau  
Assistant Director, StreetsLA  
Date \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Adena M. Hopenstand  
Deputy City Attorney, City of Los Angeles  
Date \_\_\_\_\_