



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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Transportation Commission

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#### COMMITTEE CHAIRS

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Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

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Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills

HYBRID (IN-PERSON & REMOTE PARTICIPATION) \*

# TRANSPORTATION COMMITTEE

***In-Person & Remote Participation\****

***Thursday, June 2, 2022***

***9:30 a.m. – 11:30 a.m.***

***\*Public Participation: The SCAG offices are currently closed to members of the public. Please see next page for detailed instructions on how to participate in the meeting.***

***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***

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact 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 Public Comments

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

1. **In Writing:** Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, June 1, 2022. 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.

All written comments received after 5pm on Wednesday, June 1, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. 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.

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

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

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

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

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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### TC - Transportation Committee *Members – June 2022*

1. **Hon. Ray Marquez**  
TC Chair, Chino Hills, RC District 10
2. **Hon. Tim Sandoval**  
TC Vice Chair, Pomona, RC District 38
3. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**  
Los Angeles County
5. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
6. **Hon. Ben Benoit**  
Air District Representative
7. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
8. **Hon. Art Brown**  
Buena Park, RC District 21
9. **Hon. Lorrie Brown**  
Ventura, RC District 47
10. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
11. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
12. **Hon. Denise Diaz**  
South Gate, RC District 25
13. **Sup. Andrew Do**  
Orange County CoC
14. **Hon. Darrell Dorris**  
Lancaster, NCTC
15. **Hon. JJohn Dutrey**  
Montclair, SBCTA

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## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. James Gazeley**  
Lomita, RC District 39
- 17. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 18. Hon. Brian Goodell**  
OCTA Representative
- 19. Sup. Curt Hagman**  
San Bernardino County
- 20. Hon. Ray Hamada**  
Bellflower, RC District 24
- 21. Hon. Jan C. Harnik**  
RCTC
- 22. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 23. Hon. Lindsey Horvath**  
West Hollywood, WSCCOG
- 24. Hon. Mike Judge**  
VCTC
- 25. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 26. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**  
Hemet, WRCOG
- 28. Hon. Richard Loa**  
Palmdale, NCTC
- 29. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 30. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 31. Hon. Larry McCallon**  
Highland, RC District 7

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## TRANSPORTATION COMMITTEE AGENDA

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- 32. Hon. Marsha McLean**  
Santa Clarita, RC District 67
- 33. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 34. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 35. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 36. Hon. Ara Najarian**  
Glendale, SFVCOG
- 37. Hon. Maria Nava-Froelich**  
ICTC
- 38. Hon. Frank Navarro**  
Colton, RC District 6
- 39. Hon. Blanca Pacheco**  
Downey, GCCOG
- 40. Hon. Jonathan Primuth**  
South Pasadena, AVCJPA
- 41. Hon. Ed Reece**  
Claremont, SGVCOG
- 42. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 43. Hon. Ali Saleh**  
Bell, RC District 27
- 44. Hon. Rey Santos**  
Beaumont, RC District 3
- 45. Hon. Zak Schwank**  
Temecula, RC District 5
- 46. Hon. Marty Simonoff**  
Brea, RC District 22
- 47. Hon. Ward Smith**  
Placentia, OCCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 49. Sup. Hilda Solis**  
Los Angeles County
- 50. Sup. Karen Spiegel**  
Riverside County
- 51. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 52. Hon. Jess Talamantes**  
Burbank, RC District 42
- 53. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 54. Hon. Michael Vargas**  
Riverside County CoC
- 55. Hon. Cheryl Viegas-Walker**  
El Centro, RC District 1
- 56. Hon. Scott Voigts**  
Lake Forest, OCCOG
- 57. Sup. Donald Wagner**  
Orange County
- 58. Hon. Alan Wapner**  
SBCTA
- 59. Hon. Alicia Weintraub**  
Calabasas, LVMCOG

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## TRANSPORTATION COMMITTEE AGENDA

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Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, June 2, 2022**  
**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 Ray Marquez, Chair)*

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

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. 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. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, June 1, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, June 1, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon 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.



## REVIEW AND PRIORITIZE AGENDA ITEMS

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the Meeting – April 7, 2022

#### Receive and File

2. CARB Draft Scoping Plan
3. California Transportation Assessment Report (AB 285) Joint Comment Letter
4. Two Transit Transportation Control Measures (TCMs) Substitution by Orange County Transportation Authority (OCTA)
5. Connect SoCal 2024 Local Data Exchange Launch
6. Housing-Supportive Grant Application Technical Assistance
7. Policy Development Framework for Connect SoCal 2024

### INFORMATION ITEMS

8. SCAG Integrated Passenger and Freight Rail Forecast 20 Mins.  
*(Steve Fox, Senior Regional Planner and Scott Strolecki, Program Manager II)*
9. Mobility as a Service Feasibility White Paper Final Report 20 Mins.  
*(Priscilla Freduah-Agyemang, Senior Planner)*
10. 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 Combined Update 15 Mins.  
*(Marisa Laderach, Senior Planner)*
11. Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active Transportation Resource Center 10 Mins.  
*(Alina Borja, Junior Planner)*

### CHAIR'S REPORT

*(The Honorable Ray Marquez, Chair)*



## TRANSPORTATION COMMITTEE AGENDA

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### **METROLINK REPORT**

*(The Honorable Art Brown, SCAG Representative)*

### **STAFF REPORT**

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

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENTS**

### **ADJOURNMENT**



Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**June 2, 2022**

**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, APRIL 7, 2022**

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 virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**Members Present:**

- |  |                    |
|--|--------------------|
| Hon. Phil Bacerra, Santa Ana                   | District 16        |
| Hon. Kathryn Barger                            | Los Angeles County |
| Hon. Liz Becerra, Victorville                  | District 65        |
| Hon. Ben Benoit, Wildomar                      | South Coast AQMD   |
| Hon. Russel Betts, Desert Hot Springs          | CVAG               |
| Hon. Art Brown, Buena Park <b>(Vice Chair)</b> | District 21        |
| Hon. Ross Chun, Aliso Viejo                    | OCTA               |
| Hon. Andrew Do                                 | Orange County      |
| Hon. Darrell Dorris                            | Lancaster, NCTC    |
| Hon. John Dutrey, Montclair                    | SBCTA              |
| Hon. James Gazeley, Lomita                     | District 39        |
| Hon. Jason Gibbs, Santa Clarita                | NCTC               |
| Hon. Brian Goodell, Mission Viejo              | OCTA               |
| Hon. Ray Hamada, Bellflower                    | District 24        |
| Hon. Jan Harnik, Palm Desert                   | RCTC               |
| Hon. Lindsey Horvath                           | WSCCOG             |
| Hon. Mike T. Judge, Simi Valley                | VCTC               |
| Hon. Trish Kelley, Mission Viejo               | OCCOG              |
| Hon. Linda Krupa, Hemet                        | WRCOG              |
| Hon. Richard Loa, Palmdale                     | NCTC               |
| Hon. Clint Lorimore, Eastvale                  | District 4         |



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Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Maria Nava-Froelich	ICTC
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Curt Hagman	San Bernardino County
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Paul Krekorian	District 49
Hon. Steven Ly, Rosemead	District 32
Hon. L. Dennis Michael	District 9
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Blanca Pacheco	GCCOG



Hon. Jeremy Smith  
Hon. Hilda Solis  
Hon. Steve Tye

Canyon Lake  
Los Angeles County  
District 37

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Art Brown, Buena Park, District 21, called the meeting to order at 9:30 a.m. Hon. Russell Betts, Desert Hot Springs, CVAG, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

Vice Chair Brown opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG’s jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov). David Salgado, SCAG staff, acknowledged there were no public comments received by email before the deadline.

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

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**ELECTION OF TC CHAIR AND VICE CHAIR**

Vice Chair Brown opened the Public Comment Period.

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

Haviva Shane, Assistant Board Counsel, announced that the Committee would elect its 2022-23 Chair and Vice Chair and opened the floor for nominations. Hon. Jan Harnik, Palm Desert, RCTC, nominated Hon. Ray Marquez, Chino Hills, District 10, for Chair and Tim Sandoval, Pomona, District 38, for Vice Chair. Ms. Shane opened the floor for additional nominations and none were submitted.

A motion was made (Moore) to close nominations and vote to approve both the election of Hon. Ray Marquez, Chino Hills, District 10, as Chair and Hon. Tim Sandoval, Pomona, District 38, as Vice Chair. The motion was seconded (Spiegel) and approved by the following roll call votes.

**AYES:** BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN, CHUN, DO, DORRIS, DUTREY,

GAZELEY, GIBBS, GOODELL, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MCCALLON, MCLEAN, MINAGAR, MOORE, NAVA-FROELICH, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (43)

**NOES:** NONE (0)

**ABSTAIN:** MARQUEZ (1)

### **CONSENT CALENDAR**

Vice Chair Brown opened the Public Comment Period.

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

#### **Approval Items**

1. Minutes of the Meeting, March 3, 2022

#### **Receive and File**

2. Racial Equity Early Action Plan – FY22 Progress Report
3. Regional Dedicated Transit Lanes Study Update
4. Mobility as a Service (MaaS) Feasibility White Paper Update
5. Equity Analysis Approach (formerly Environmental Justice Analysis)
6. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)
7. Draft 2022 South Coast Air Quality Management Plan (AQMP)

A MOTION was made (Voigts) to approve Consent Calendar Item 1; and Receive and File Items 2 through 7. The motion was SECONDED (Viegas-Walker) and passed by the following roll call votes.

**AYES:** BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DO, DORRIS, GAZELEY, GIBBS, GOODELL, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE,

MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, MOORE, NAVA-FROELICH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAGNER, WAPNER, WEINTRAUB (43)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

**ACTION ITEM**

8. 2023 Active Transportation Program Regional Guidelines

Vice Chair Brown opened the Public Comment Period.

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

Cory Wilkerson, SCAG staff, reported on the Active Transportation Program Cycle 6 Regional Guidelines. He stated the Active Transportation Program funds projects support biking and pedestrian activities. Further, Cycle 6 Regional Guidelines define how the funds will be programmed over the four years from 2023 to 2027. SCAG's portion is \$138 million. Mr. Wilkerson noted 95% of the funds will go to implementation projects and 5% to planning and capacity. He reviewed project deadlines and noted SCAG collaborates with the state and county transportation commissions on projects and planning.

A MOTION was made (McCallon) to recommend that the Regional Council adopt Resolution No. 22-642-2 approving the 2023 Active Transportation Program Regional Guidelines. The motion was SECONDED (Wagner) and passed by the following roll call votes.

**AYES:** BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, MOORE, NAVA-FROELICH, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAGNER, WAPNER, WEINTRAUB (45)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

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## **INFORMATION ITEMS**

### 9. Policy Development Framework for Connect SoCal 2024

Vice Chair Brown opened the Public Comment Period.

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

Annie Nam, SCAG staff, reported on the policy development framework for Connect SoCal 2024. Ms. Nam stated every four years SCAG prepares a Regional Transportation Plan/Sustainable Communities Strategy, a long-range plan which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth. She noted Connect SoCal 2024 will incorporate important updates and enhanced strategies and investments to strengthen the previous plan which was adopted by the Regional Council in 2020. It will continue a focus on Core Vision and Key Connections. Ms. Nam stated feedback is sought for the proposed framework prior to the next iteration. She reviewed the central themes of mobility, communities, environment and economy and the larger characteristics of equity and resilience. Ms. Nam noted transportation focus areas including strategies for maintaining our transportation system and building upon or modifying long standing activities such as transit and complete streets. To further develop key focus areas, three subcommittees will be formed with policy committee members from each county.

### 10. SCAG and UC Davis: COVID-19 Mobility Study Update

Vice Chair Brown opened the Public Comment Period.

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

Dr. Giovanni Circella, University of California, Davis, provided an update on COVID-19 Mobility Study. Mr. Circella noted the study seeks to understand the pandemic's impact on mobility and transportation in the region. Early changes include a decline in the use of public transportation, shared mobility, the suspension of pooled rides such as Uberpool, a temporary reduction in vehicle miles traveled, an increase in adoption of remote work as well as significant employment losses. He noted by the end of 2021 car travel had recovered but AM peak travel remains below pre-pandemic levels. Mr. Circella reviewed initial findings including an upswing in remote work most prominently in fall 2020. As of summer 2021, many workers continued to work from home with hybrid work an emerging choice. Also, higher income and better educated workers are more likely to work remotely. E-commerce findings were reviewed, and it was noted online shopping increased during the pandemic and remained above pre-pandemic levels in summer 2021. Restaurant levels are

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expected to return to pre-pandemic levels by 2022 while takeout grocery delivery will decrease to pre-pandemic levels.

#### 11. Broadband VMT Study Update

Vice Chair Brown opened the Public Comment Period.

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

Tom Bellino, SCAG staff, reported on a study of broadband's effect on vehicle miles travelled and emissions. He noted the effort explores if those with broadband drive less than those without it and is the difference quantifiable. Mr. Bellino reviewed the regional broadband availability map indicating many areas with sparse or no broadband which commonly occur in lower income and highly rural areas. He stated should broadband penetration improve in these areas it is anticipated vehicle miles travelled and emissions would be reduced as a result. He next reviewed the kind of trips which would be reduced with greater broadband availability in underserved areas.

#### 12. Curb Space Management Study

Vice Chair Brown opened the Public Comment Period.

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

Scott Strelecki, SCAG staff, reported on the Curb Space Management Study. Mr. Strelecki stated curb space has become an increasingly complex and valuable asset and the study focus areas include mobility, reduced congestion and air quality benefits. He noted the study's purpose is to take a comprehensive and multimodal review of some of the most congested and complicated curb space locations in the region and to provide insights and strategies related to curb space management. He reported interviews have been conducted with common issues emerging. The study will conclude June 2022.

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

Vice Chair Brown thanked the committee for his term as Vice Chair.

#### **METROLINK REPORT**

Vice Chair Brown reported Metrolink added 26 trains to its service. Additionally, that it had converted 100% of its fleet to renewable bio diesel.



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**STAFF REPORT**

David Salgado, SCAG staff, reported SCAG was currently undergoing its quadrennial certification. Every 4 years SCAG must undergo recertification in adherence with federal statutes and regulations. As part of the process SCAG will host a public listening session April 12, 2022 from 5:00 p.m. to 6:00 p.m. Also, SCAG's 2022 General Assembly will be held May 4 – 6 at the JW Marriott in Palm Desert. He congratulated Ray Marquez and Tim Sandoval on their election as Chair and Vice Chair.

**FUTURE AGENDA ITEMS**

Hon. Carol Moore, Laguna Woods, OCCOG, requested a discussion item on blending biofuels with diesel fuel to produce immediate environmental benefits and as a step toward clean transportation fuels.

**ADJOURNMENT**

There being no further business, Vice Chair Brown adjourned the Transportation Committee meeting at 11:30 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	MAR
Bacerra, Phil	Santa Ana	District 16	1	1		1	1	1		1		1
Barger, Kathryn		Los Angeles County		1		1	1			1		
Becerra, Liz	Victorville	District 65	1	1		1	1	1		1		
Benoit, Ben		South Coast AQMD	1	1		1	1	1		1		1
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1		1		1
Brown, Art	Buena Park	District 21	1	1		1	1	1		1		1
Brown, Lorrie	Ventura	District 47										
Buscaino, Joe	Los Angeles	District 62										1
Chun, Ross	Aliso Viejo	OCTA	1	1		1	1	1		1		1
Curtis, Jonathan	La Cañada Flintridge	District 36										
Do, Andrew		Orange County					1	1		1		1
Dorris, Darrell	Lancaster	NCTC	1	1		1		1		1		1
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1		1		1
Gazeley, James	Lomita	District 39	1	1		1	1	1		1		1
Gibbs, Jason	Santa Clarita	NCTC				1	1	1		1		1
Goodell, Brian	Mission Viejo	OCTA										1
Hagman, Curt		San Bernardino Cnty				1	1	1		1		1
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1		1		
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1		1		1
Hernandez, Laura	Prt Hueneme	District 45	1	1		1	1	1		1		1
Horvath, Lindsey	West Hollywood	WSCCOG	1					1		1		1
Judge, Mike	Simi Valley	VCTC	1			1	1	1		1		1
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1		1		1
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1		1		1
Loa, Richard	Palmdale	NCTC		1		1	1	1		1		1
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1		1		1
Ly, Steven	Rosemead	District 32	1	1		1						
Manos, Steve	Lake Elsinore	District 63	1	1			1	1		1		1
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1		1	1	1				
Marquez, Ray	Chino Hills	District 10	1	1		1	1	1		1		1
McCallon, Larry	Highland	SBCTA	1	1		1	1	1		1		1
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1		1		1
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1				1		1
Minagar, Fred	Laguna Niguel	District 12	1	1		1	1	1		1		1
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1		1		1
Najarian, Ara	Glendale	AVCJPA	1	1		1	1			1		1
Nava-Froelich, Maria		ICTC		1		1	1	1		1		1
Navarro, Frank	Colton	District 6	1	1		1		1		1		1
Pacheco, Blanca	Downey	GCCOG	1	1		1	1	1		1		
Primuth, Jon	S. Pasadena	AVCJPA	1	1								1
Reece, Ed	Claremont	SGVCOG	1	1			1	1		1		1
Ruiz, Crystal	San Jacinto	WRCOG		1				1		1		1
Saleh, Ali	City of Bell	GCCOG	1	1			1	1		1		1
Sandoval, Tim	Pomona	District 38	1	1		1	1	1		1		1
Santos, Rey	Beaumont	District 3	1	1		1	1	1		1		1
Schwank, Zak	Temecula	District 5	1	1		1	1	1		1		1
Simonoff, Marty	Brea	District 22		1		1		1		1		1
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1		1	1	1		1		1
Smith, Ward	Placentia	OCCOG	1	1		1	1	1		1		1

Solache, Jose Luis	Lynwood	District 26	1			1			1	
Solis, Hilda		Los Angeles County								
Spiegel, Karen		Riverside County	1	1		1	1	1	1	1
Sternquist, Cynthia	Temple City	SGVCOG	1	1		1	1	1	1	1
Talamantes, Jess	Burbank	AVCJPA	1	1		1	1		1	1
Tye, Steve	Diamond Bar	District 37	1	1				1	1	1
Vargas, Michael		Riverside County				1	1	1	1	1
Viegas-Walker, Cheryl	El Centro	District 1	1	1		1	1	1	1	1
Voigts, Scott	Lake Forest	Orange County					1	1		1
Wagner, Don	Orange County	Orange County	1			1	1	1	1	
Wapner, Alan		SBCTA	1	1		1	1	1	1	1
Weintraub, Alicia	Calabasas	LVMCOG	1	1					1	1



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Sarah Dominguez, Program Manager II  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** CARB Draft 2022 Scoping Plan Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*On May 10, 2022 the California Air Resources Board released the Draft 2022 Scoping Plan Update. The update to the Scoping Plan is due in Fall/Winter 2022 and will reflect California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. SCAG staff are intending to submit comments by the deadline to express support for those actions that align with Connect SoCal and highlight potential areas of concern.*

**BACKGROUND:**

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020. Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. CARB is now preparing the 2022 Scoping Plan to identify how California can become carbon neutral by 2045. The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed

to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not go into detail about individual programs or regulation design and does not supplant or create new statutes or regulations.

On May 10, 2022 the California Air Resources Board (CARB) released the Draft 2022 Scoping Plan Update. This release followed an extensive stakeholder outreach process beginning with a series of kickoff workshops in June 2021. The update is due in Fall/Winter 2022.

Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and detailed analysis. The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

#### **SCAG Comment Letter**

In July 2021, SCAG submitted a comment letter to CARB regarding the 2022 Scoping Plan Update<sup>1</sup> to provide suggestions and considerations during plan preparation. SCAG intends to submit a comment letter on the released draft Scoping Plan by the June 24, 2022 deadline. While the draft comment letter is not yet available at the time of this staff report, key areas of focus for SCAG are those that intersect with existing programs and responsibilities. Comments will likely provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region and to seek alignment between the Scoping Plan and SCAG's regional policies for reducing GHG emission in Connect SoCal.

#### **FISCAL IMPACT:**

Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

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<sup>1</sup> <https://www.arb.ca.gov/lists/com-attach/37-sp22-kickoff-ws-BTdQZIJhAGIDWgY2.pdf>



AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Sarah Dominguez, Program Manager II  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** California Transportation Assessment Report (AB 285) Joint Comment  
Letter

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*In February 2022, the California Strategic Growth Council submitted the California Transportation Assessment Report to the State Legislature, pursuant to Assembly Bill 285. The report, prepared by the University of California Institute of Transportation Studies, assessed how transportation planning and funding in California supported long-term goals such as meeting transportation needs of all Californians and meeting State climate goals. SCAG and Southern California’s six county transportation commissions submitted a joint letter in May 2022 to share perspectives on the recommendation and raise concerns about the limited analysis of the Report.*

**BACKGROUND:**

The transportation sector is the largest contributor to California’s greenhouse gas (GHG) emissions and one of the largest public investments in the state, totaling over \$30 billion annually in plans and projects. In February 2022, the California Strategic Growth Council (SGC) submitted the California Transportation Assessment Report to the State Legislature, pursuant to Assembly Bill 285 (“the Report”). The Report reviewed the California Transportation Plan 2050 (CTP 2050) and the relationship between state and regional transportation plans and other state goals. This research was produced by the University of California Institute for Transportation Studies.

The Report builds on the policy direction in numerous other state reports and processes:

- The California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Investment (CAPTI),
- California Air Resource Board's (CARB) Scoping Plan and SB 150 report,
- High Speed Rail Authority's (HSRA) Business Plan and Sustainability Report
- California Department of Transportation's (Caltrans) CTP 2050

The Report, included five white papers, including:

1. A Brief History of Transportation Policies and Institutions
2. Statewide Transportation Plans for California
3. MPO Planning and Implementation of State Policy Goals
4. Examination of Key Transportation Funding Programs in California and Their Context
5. Flexibility in California Transportation Funding Programs and Implications for More Climate-Aligned Spending.

SGC identified 5 key takeaway messages<sup>1</sup>:

1. "There is a gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions"
2. "Projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities."
3. "The institutional structure for transportation is complicated and decision-making levers can be disparate or hard to pinpoint."
4. "Institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities."
5. "Work has already begun to align transportation funding with state climate and equity goals..."

SGC then highlighted areas of focus to further develop actionable solutions:

1. Aligning existing funding programs with State goals.
2. Updating and better aligning among existing state and regional plans. This could include strengthening or modifying the California Transportation Plan (including adding a fiscal constraint analysis) and finding opportunities to further align the CTP with other state modal plans and the Regional Transportation Plans (RTPs)/Sustainable Community Strategies (SCSs).
3. Reevaluating project and program funding and reviewing the current transportation project pipeline.
4. Assessing the roles of State transportation institutions. This would involve exploring the roles and responsibilities for planning and delivering transportation projects across CalSTA,

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<sup>1</sup> [https://sgc.ca.gov/resources/docs/20220218-AB\\_285\\_REPORT.pdf](https://sgc.ca.gov/resources/docs/20220218-AB_285_REPORT.pdf)

Caltrans, and the California Transportation Commission (CTC), as well as reviewing and clarifying the roles of related agencies (e.g., CARB and SGC) to ensure alignment of decisions with State goals and increase transparency and clarity of responsibilities to the public. This could include making recommendations for changes and clarifications to the institutional roles.

5. Assessing MPO and local government roles and responsibilities. This could involve a review of the specific authorities and institutional structure of MPOs to ensure they have appropriate tools to effectively accomplish what is expected of them, such as giving MPOs a greater role in reviewing local land use and transportation actions.

After releasing the report, SGC hosted several AB 285 Working Sessions in April 2022 to engage with invited stakeholders on feedback, findings and to identify specific areas of feasible action. SCAG received an invitation to the session on “Assessing MPO and local government roles and responsibilities.” Members of the public were also invited to submit comments.

**SCAG Comment Letter:**

In May 2022, SCAG and Southern California’s six county transportation commissions submitted a joint letter to share perspectives on the recommendation and raise concerns about the limited analysis of the Report. While there is agreement on the objectives of the report and several findings, such a complex transportation funding and policy landscape requires further analysis to inform successful solutions. See the attached letter for specific comments.

**NEXT STEPS:**

SCAG staff will continue to engage with SGC to refine its recommendations and seek further analysis before solutions and actions are developed.

**FISCAL IMPACT:** Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. Joint AB 285 Report Comment Letter



May 6, 2022

Ms. Lynn von Koch-Liebert  
Executive Director  
California Strategic Growth Council  
1400 Tenth Street  
Sacramento, CA 95814

**RE: SCAG Region Comments on California Transportation Assessment (AB 285 Report)**

Dear Ms. Koch-Liebert:

On behalf of the Southern California Association of Governments (SCAG) and Southern California’s six county transportation commissions, we want to thank you for the opportunity to comment on the findings of the California Transportation Assessment Report, authorized under Assembly Bill (AB) 285 (Friedman, Chapter 605, Statutes of 2019). This report provides an important starting point for conversations among the legislature, state agencies, metropolitan planning organizations (MPOs), transportation commissions, local governments, and the public to develop a shared understanding of the challenges and solutions needed to accelerate progress on the state’s climate goals.

We agree with the objectives of the report and several of its findings, including that the transportation funding and policy landscape is complex, and reducing vehicle miles traveled (VMT) is extremely challenging in a growing economy. This strongly implies that additional data and a comprehensive understanding of transportation planning and funding will be critical to developing effective solutions. Therefore, we appreciate the Strategic Growth Council’s efforts to engage stakeholders through working sessions after the release of the report and their encouragement of a thoughtful discussion of the problematic issues in the report before we proceed with identifying specific actions.

**The following three fundamental concerns underscore the challenges we see in relying on the limited analysis in the AB 285 report to inform transportation policy and climate solutions.**

**First, Senate Bill (SB) 375 (Steinberg, Chapter 728, Statutes of 2008) was established with the goal of reducing per capita greenhouse gas (GHG) emissions at a *regional* scale, which is quite different from the alternative threshold presented through the AB 285 analysis. This analysis suggests any investment that could increase VMT at the project level is inconsistent with Sustainable Communities Strategies and climate goals.** For more than a decade, the agencies within the SCAG region have worked together to forward successive regional plans that meet the state’s prescribed GHG emission reduction targets while also addressing the unique opportunities and challenges in our region to meet broader environmental, economic and equity goals. We have done so through a balanced approach that recognizes mobility needs and options vary vastly across Southern California. This is important given that our economy and GHG footprint are not solely impacted by the movement of people but also goods, with an industry that generates more than a third of all jobs regionally. Further, freight is a critical component of the state’s economy as millions of jobs statewide are tied to the supply chain, and all Californians depend on an efficient, reliable, and safe multimodal goods movement system to provide communities with their most vital necessities. It is imperative that the state reconcile climate goals with equally important economic and safety goals.

The report’s conclusion about project level inconsistency is incongruent with our regional planning process which is focused on aligning the entirety of the system investments in our plan with transportation policies and a regional land-use vision to meet a broad range of objectives, including GHG reduction. The methodology and findings from the AB 285 report present highway projects, regardless of the multi-modal or systemwide benefits, as uniformly counter to the state’s climate goals. For example, the report treats investment in priced express lanes that generate funding for transit in the same manner as it treats an investment in general purpose lanes. Similarly, by solely relying on Federal Transportation Improvement Program investments to assess plan implementation, the research methodology overlooks the significant regional investment in transit operations and complete streets projects which are frequently funded through local dollars or integrated into larger corridor improvement projects that may be classified generally as highway or local roadway improvements in the program listing. Most concerning, however, is the false dichotomy presented throughout the report between roadway investments and climate action, while our planning and modeling suggests both are critical to meeting state and local goals.

Maintaining the ability to plan regionally for GHG reductions in the SCAG region is central to achieving the state’s climate vision. Progress cannot be assessed or achieved through a one-size fits all analysis or approach given the differences in the regions and the importance of integrated planning strategies.

Since SCAG’s first joint Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in 2012, our plans have encouraged and resulted in a greater share of overall investments in transit and active transportation largely due to revenues generated from Local

Sales Tax Measures. Since 2012, the region has added more than 760 miles of bike lanes and removed major capacity expansion projects from the RTP/SCS like the SR-710 extension and the High Desert Corridor. However, while infrastructure planning and investment decisions will continue to be a significant element of the RTP/SCS, SCAG sees almost double the GHG emission reduction benefits from the plan's policies and programs as it does from infrastructure investments. This highlights the importance of wraparound programs to support our investments and leads to our second fundamental concern with the report and its findings.

**Second, by focusing the AB 285 analysis on infrastructure investment, the report misses an opportunity to account for progress on the most critical strategies for meeting the state's climate goals.** Like SCAG's RTP/SCS, the state's climate vision, as reflected in the California Transportation Plan (CTP) 2050, relies on pricing strategies and mobility incentives to shift travel behavior over time. The CTP 2050 is built on the aggressive assumption that vehicle operating costs will increase by 50 percent, in part due to pricing mechanisms. However, the AB 285 report fails to address progress and alignment at the state and regional levels on this critical transportation planning and policy issue. The state lacks a comprehensive vision for how it sees working with the regions to transition to a user fee-based system, and, at the same time, it is slow to support interim steps that are moving us in the right direction, like the build-out of a regionwide express lane network.

**Finally, the AB 285 report suggests that MPOs have little control and no effective oversight over whether local funds or land use actions help accomplish regional and state goals.** In Southern California, the Regional Housing Needs Allocation plan tied a regulatory requirement for cities and counties to the RTP/SCS by allocating units based on the region's growth vision. While the ultimate oversight for this land-use law is the purview of the State Housing and Community Development Department, the allocation methodology was developed and adopted by SCAG's Regional Council with a clear intent to align regional housing and the climate vision embedded in SCAG's RTP/SCS. Cities and counties with the greatest job and transit access, as determined by SCAG's RTP/SCS, are now required to plan for 836,857 units in addition to those units required to address projected growth. This is nearly as much housing as the whole region produced in the last twenty years.

Achieving this sustainable and equitable land-use vision ultimately depends on the private sector to produce housing where the cities are planning for it, which demands a significant public investment in the infrastructure needed to accommodate growth. SCAG needs more tools to help cities with housing element updates, and for tools beyond planning to fund affordable housing and supportive infrastructure, rather than more policing powers. Most urgently, our cities and counties need more time to effectively implement the regional housing policy vision and engage with communities to ensure context sensitive and implementable solutions.

While we believe there are fundamental gaps in the AB 285 analysis that limit its usefulness in policy discussions, we do recognize that more needs to be done to align state and regional plans and actions to meet state climate goals. Despite each of our RTP/SCSs meeting our prescribed GHG emission reduction targets, we acknowledge the findings of the Senate Bill 150 (SB 150)

report showing that MPOs across the state are falling short in meeting planned VMT and GHG reductions. However, real solutions to this challenge require a greater understanding of the combination of strategies approved in regional plans and the specific barriers to their implementation.

The regional planning process is designed to confront this very challenge by requiring MPOs to revisit the plan with each four-year update cycle. This requires us to refine existing strategies and assess the chronic or emergent challenges facing the region. In the SCAG region, there are a series of challenges that we know we must address moving forward. Below we have listed examples.

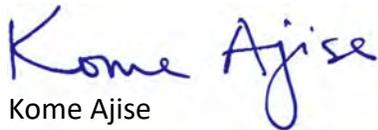
- More housing and growth has occurred close to jobs and transit than we projected in 2012, but we have seen limited progress in shifting the regional growth pattern. It is noteworthy that about 95 percent of the region's housing stock was built before the passage of SB 375 and overall household growth has been 40 percent less than projected. Therefore, slow growth has limited the impact of our land use strategies and the pace of change from this strategy.
- Transit ridership has plummeted. This is a trend that started before the pandemic despite billions of dollars in investment. Most people do not use transit to commute, even those in low-income households and in households with no vehicle. Our research suggests the solution to better serving our low-income communities requires rethinking and restructuring funding for transit operations as well as looking more broadly at the mobility ecosystem to improve access through a variety of modes.
- The SCAG region has experienced 20 percent growth in warehousing facilities since 2014. This far exceeds our regional projections. The overall growth in goods movement has caused significant challenges across the supply chain and transportation networks. Challenges that must be addressed at least in part through capacity improvements to the roadway network as more than 90 percent of daily truck trips in the region serve local distribution and market needs that cannot be addressed by rail.
- A recent SCAG-led study concluded that increasing access to and adoption of high-speed internet service (broadband) has the potential to reduce VMT and GHGs by up to 15 percent when people use it to telework and access remote services. However, despite lower-income households having far less access to broadband itself, greater VMT and GHG reductions are seen from increased access to higher-income households. This is because a much higher proportion of low-income households work in "essential" fields that cannot be converted to teleworking. So, while achieving universal broadband is necessary to meeting equity goals, using it to reduce VMT is a much more complicated endeavor than just providing access.

These challenges reflect the complexity of reducing VMT while advancing equity and economic opportunity and are specific to SCAG but familiar to the challenges faced by other regions across the state. As we kick-off the Connect SoCal 2024 update, we look forward to the participation

and partnership of the legislature, state agencies, regional partners, and the public to chart a path that aligns our climate vision with broader environmental, economic and equity goals. We are benefitting greatly from the original Regional Early Action Plan (REAP) resources, and the REAP 2.0 investments will provide support for meeting the sixth cycle RHNA goals and to test new mobility solutions that could reduce VMT. Additional recommendations are attached. These recommendations are organized around themes in the AB 285 report related to achieving actionable solutions.

Again, we appreciate this opportunity to share our perspective. Ultimately, we agree with our MPO and transportation planning partners across the state that reforming SB 375 is not the most urgent need in accelerating progress toward the state’s climate vision. We can certainly do better and urge consideration of how we partner more effectively to achieve state goals through implementation of the strategies in our plans rather than pursuing a uniform, statewide solution.

Sincerely,



Kome Ajise  
Executive Director  
Southern California Association of Governments



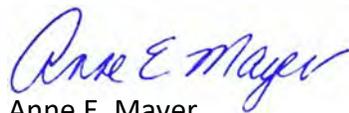
David Aguirre  
Interim Executive Director  
Imperial County Transportation Commission



Martin Erickson  
Executive Director  
Ventura County Transportation Commission



Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority



Anne E. Mayer  
Executive Director  
Riverside County Transportation Commission



Stephanie Wiggins  
Chief Executive Officer  
Los Angeles County Metropolitan  
Transportation Authority



Ray Wolfe  
Executive Director  
San Bernardino County Transportation  
Authority

**Additional Recommendations:**

We look forward to working with the State to develop actionable solutions around the topics raised in the AB 285 report. We offer the following perspectives:

Assessing MPO and local government roles and responsibilities:

Agencies within the SCAG region have an established practice of working collaboratively to develop our RTP/SCS. SCAG also offers local planning assistance through grants or direct assistance to support RTP/SCS implementation. However, these programs are chronically oversubscribed. In addition, while the region is big, most cities are small with nearly 60 percent of local jurisdictions having populations under 60,000 residents. More authority to MPOs would not solve either the resource or capacity constraint barriers to RTP/SCS implementation.

Where regions and local jurisdictions could use more authority is in the ability to generate steady, predictable revenue streams for community reinvestment. This could be accomplished through congestion pricing, express lanes and CEQA reform.

Updating and better alignment among existing state and regional plans.

To better align state and regional plans, state plans should be held to similar requirements and standards as regional plans. For example, the California Transportation Plan should be revisited to add a financial analysis, and bold assumptions should be rigorously vetted to clearly illustrate what is necessary to achieve these climate goals. Further, it is imperative that the state reconcile climate goals with equally important economic and safety goals. A balanced approach to all these goals is critical to meeting the needs of varying communities throughout the region and state.

Aligning existing funding programs with state goals.

As stated above, the SCAG region sees twice as much GHG emission reductions from policies and programs as it does from infrastructure investment. Therefore, the state needs to focus on programs and operations as much as, or more so, than infrastructure. The state should prioritize rail and bus transit capital, operations, and maintenance by funding programs to facilitate capital and operational improvements that modernize the system. Additionally, the state should recognize and elevate the role of incentives and pricing for both reducing VMT and better managing the system. For example, proceeds from pricing strategies can be funneled into greater investments into strategies that increase housing near jobs and transit, as well as the transit system itself. Pricing itself can simultaneously discourage discretionary trips and shift trip modes by moving travelers away from the use of single occupancy vehicles to walking, cycling, transit, transit carpooling, or some combination leading to a more sustainable transportation system that reduces both VMT and GHG.

Implementing the Sustainable Communities Strategies is the best way to achieve the GHG reductions from the transportation sector. SCAG advocates for state and federal funding for those strategies which yield the greatest reductions in GHG. In January of this year, SCAG's

Regional Council took formal action to support a major expansion and augmentation of the Infill Infrastructure Grant (IIG) Program as its top legislative priority this year. Specifically, SCAG supports:

- Increased funding for the IIG program in the amount of \$5 billion;
- Establishing a state-administered Technical Assistance program to assist small and medium-sized jurisdictions to apply and compete for these funds.

The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for sidewalk and streetscape improvements, water, sewer, or other utility service improvements, transit linkages, transit shelters, or other infrastructure needs that facilitate infill housing in climate friendly, infill locations. These projects' proximity to transit reduces commute distances and times, thereby serving as a key strategy to help our region achieve its GHG reduction targets.

The AB 285 report background included an apt projection from the FHWA, "VMT will continue to increase as the result of population increase, rising disposable income, increased GDP, growth in the goods component of GDP and relatively steady fuel prices." Our collective responsibility as state and regional agencies is to counteract per capita VMT growth with an economic strategy that gives local governments the resources or tools to stimulate growth in sustainable communities.

#### Reevaluating project and program funding and reviewing the current transportation project pipeline.

As stated above, SCAG balances several goals in preparing each RTP/SCS including improving mobility and supporting a vibrant economy alongside our air quality and GHG emission reduction goals. When we analyze the performance of the plan, we analyze the whole system. Reevaluating projects on an individual basis and on narrow performance metrics could miss the bigger picture of how that project may be contributing to the whole system performance.

Additionally, agencies within the SCAG region have been successful in passing local sales tax measures to fund transportation system improvements. These funds can be used to support GHG reduction strategies, but current commitments to the voters need to be delivered to maintain public trust and support for future local funding options.



AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

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**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Energy and Environment Committee (EEC)  
**From:** Rongsheng Luo, Program Manager II  
(213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**Subject:** Two Transit Transportation Control Measures (TCMs) Substitution by  
Orange County Transportation Authority (OCTA)

---

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council adopt the transportation control measure (TCM) substitution by the Orange County Transportation Authority (OCTA) and direct staff to forward it to the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) for concurrence.

**RECOMMENDED ACTION FOR TC:**

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 Orange County Transportation Authority (OCTA) is requesting a Transportation Control Measure (TCM) substitution to replace two transit expansion TCM projects within the Orange County. SCAG staff has determined that the proposed TCM substitution meets all Federal Clean Air Act TCM substitution requirements.*

**BACKGROUND:**

TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region's ability to attain the National Ambient Air Quality Standards.

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation

Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute its Paratransit Vehicle Expansion Project (FTIP ID: ORA130099) and its Placentia Transit Station Project (FTIP ID: ORA030612) with a new 10-mile Main Street Bravo! express bus service in Orange County. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 15-day public review which concluded on May 21, 2022. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on June 2, 2022, the EEC is being requested to approve staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence at its meeting on July 7, 2022.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM projects and the new TCM projects will become effective.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

**ATTACHMENT(S):**

1. OCTA TCM Substitution Report 060222

## ORANGE COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

### I. Introduction

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Federal Clean Air Act (CAA) Section 176(c)(8).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute its Paratransit Vehicle Expansion Project (FTIP ID: ORA130099) and its Placentia Transit Station Project (FTIP ID: ORA030612) with a new 10-mile Main Street Bravo! express bus service in the Orange County. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

### II. TCM Substitution Process

The substitution process set forth in the FAST Act and the Transportation Conformity Regulations is included in the 2016 AQMP for the South Coast Air Basin and described in SCAG's 2021 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions in consultation with SCAG's Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is

consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;

"(ii) if the substitute control measures are implemented-

"(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or

"(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2021 FTIP Guidelines specifies that the substitute project shall be in the same air basin, preferably located in the same geographic area and serving the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

### III. Project Description

#### 1. Two Committed TCM Projects to Be Substituted

The following two transit expansion projects were previously committed by OCTA and continue as committed TCMs in SCAG's current 2021 FTIP.

- 1) The Paratransit Vehicle Expansion Project is to expand OCTA's existing paratransit fleet and service through the purchase of 15 gas/diesel vans. For details of the project, see its 2021 FTIP project sheet on the next page:

**OCTA**  
**2023 Federal Transportation Improvement Program (\$000)**

TIP ID: <b>ORA130099</b> SCAG RTP Project #: 2TR0703 PPN0: EA Number: IFAS #: System: Transit    Route:    Postmile: Program Code: PAN93 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL Environmental Document: CATEGORICALLY EXEMPT - 10/02/2019 Conformity Category: TCM Committed Total Estimate: \$2,741 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: No Project Activity - 12/08/2011 Project Manager: William Dineen - (714) 560-5917 Last Modified By: Heidi Busslinger on 10/08/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 20/21 includes potential 21/22 \$439K, 22/23 \$513K, 23/24 \$525K		Implementing Agency: <b>Orange County Transportation Authority (OCTA)</b> Project Title: Purchase (15) Expansion Paratransit Vans (OCTA) Project Description: Purchase (15) Expansion Paratransit Vans (OCTA)																																	
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Last Revised: <b>Adoption 23-00 - OPEN</b>		Total Programmed: <b>\$2,741</b>																																	

- 2) The Placentia Transit Station is to add a new transit station in the City of Placentia, near the intersection of Crowther Avenue and Melrose Street. For details of the project, see its 2021 FTIP project sheet below:

**OCTA**  
**2021 Federal Transportation Improvement Program (\$000)**

TIP ID: <b>ORA030612</b> SCAG RTP Project #: ORA030612 PPN0: EA Number: IFAS #: System: Transit    Route:    Postmile: 0 to 0 Program Code: TRNH6 - PASSENGER STATIONS/FACILITIES-NEW Environmental Document: CATEGORICALLY EXEMPT - 01/01/2009 Conformity Category: TCM Committed Total Estimate: \$34,825 Air Basin: SCAB Project Completion Date: 12/31/2022 Current Implementation Status: ROW Acquisition - 02/14/2020 Project Manager: Ben Ku - (714) 560-5473 Last Modified By: Ben Ku on 05/18/2021 Administrative Comments: MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues		Implementing Agency: <b>Orange County Transportation Authority (OCTA)</b> Project Title: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPN0 9514 Project Description: PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPN0 9514																																																									
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These two committed TCM projects are scheduled to be completed by December 31, 2022. However, consistent with the OCTA Bus Fleet Plan, the expansion vans are no longer needed in the near term due to the impact of the coronavirus pandemic which has resulted in a reduction in the use of paratransit service; The Placentia Transit Station has been delayed significantly due to protracted negotiations with the BNSF Railway which owns the tracks that will serve the station. As a result, the OCTA has initiated the TCM substitution process.

## 2. Proposed Substitute Project

The proposed 10-mile Main Street Bravo! express bus service project will implement a new express bus service along Main Street between the Anaheim Regional Transportation Intermodal Center and the South Coast Metro district in the City of Costa Mesa. The project will improve transit access along a corridor with high existing transit demand. The proposed project is a new TCM-type project that is not in either SCAG's 2020 RTP/SCS or 2021 FTIP, and therefore is eligible as a TCM substitution project. Upon successful completion of the proposed TCM substitution, the substitute project will be processed into SCAG's 2020 RTP/SCS and 2021 FTIP as a committed TCM. Full funding will be available from Measure M2 (Project P) to implement this project. The project will be completed by December 31, 2022.

## 3. Map of Existing TCMs and Proposed Substitute Project

The map on the next page shows the location of the two existing committed TCM projects and the proposed substitute project.

## IV. Compliance with TCM Substitution Requirements

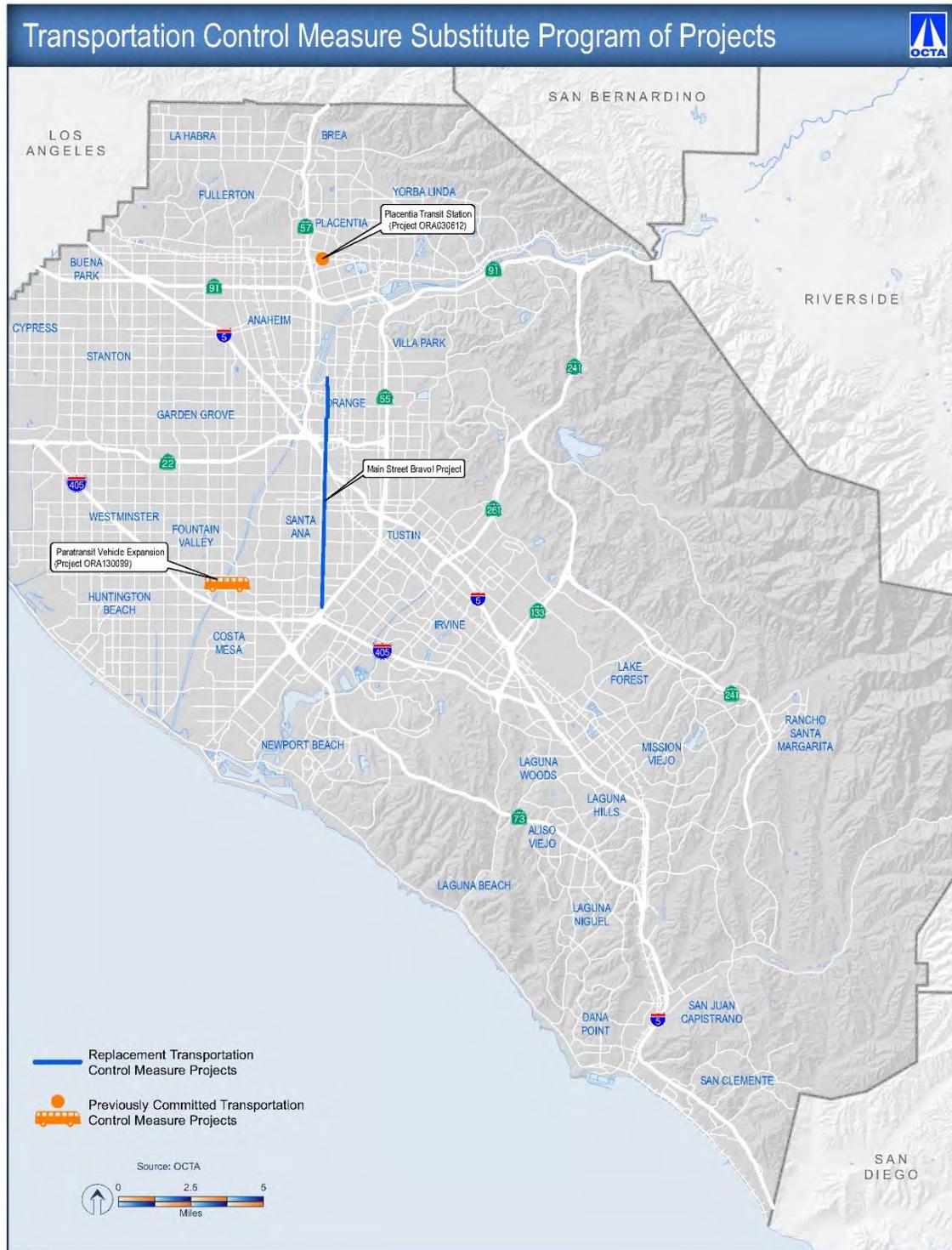
As documented in detail below, the proposed TCM substitution demonstrates meeting all TCM substitution requirements.

### 1. Interagency Consultation

The proposed TCM substitution was presented by OCTA staff at SCAG's publicly noticed Transportation Conformity Working Group (TCWG) meeting for initial interagency consultation on June 22, 2021. A revised TCM substitution analysis was presented to TCWG on February 22, 2022. A further refined TCM substitution analysis was presented by OCTA staff to TCWG again on April 26, 2022. This TCM substitution report is being released for a 15-day public review period from May 6 through May 21, 2022. No comments were received. A status update was provided to TCWG on May 24, 2022.

### 2. Equivalent Emissions Reduction

OCTA staff has analyzed and compared the emissions reduction benefits of the two TCM projects and the proposed TCM substitute project, and concluded that the replacement project provides equal or greater emission reductions (see Appendix). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



Attachment: OCTA TCM Substitution Report 060222 (Two Transit TCMs Substitution by Orange County Transportation Authority (OCTA))

### 3. Similar Geographic Area.

The two committed TCM projects and the one substitute TCM project are all located within the Orange County portion of the South Coast Air Basin.

### 4. Full Funding.

Full funding has been identified by OCTA and will come from Measure M2 for the proposed substitute TCM project. In addition, full funding will be programmed and committed for the proposed substitute project when the project is processed into SCAG's 2020 RTP/SCS and 2021 FTIP upon completion of the TCM substitution process.

### 5. Similar Time Frame.

The proposed substitute TCM project is scheduled to be completed by December 31, 2022, consistent with the schedule of the two TCM projects.

### 6. Timely Implementation.

The proposed substitution is the means by which the obstacle to the implementation of the two TCMs is being overcome. The replacement project will be monitored through subsequent TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

### 7. Legal Authority.

The OCTA has the legal authority and personnel to implement and operate the substitute project.

### 8. Agency Review and Adoption.

The final TCM substitution analysis is scheduled to be brought to SCAG's Energy and Environment Committee (EEC) on June 2, 2022 for recommendation to SCAG's Regional Council for adoption on July 7, 2022. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measures will become effective.

### 9. Programming of the Substitute TCMs.

After conclusion of the TCM substitution process including adoption by SCAG's Regional Council and concurrence of ARB and EPA, the substitute TCM will be processed as a committed TCM into the conforming FTIP.

Appendix

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OCTA TCM Substitution Request

# Proposed Transportation Control Measure Substitution of Transit Projects (FTIP Project IDs: ORA130099 and ORA030612) with New Main Street Bravo! Express Bus Service

## Introduction

The Orange County Transportation Authority (OCTA) previously committed to two capital improvement projects within Orange County: Paratransit Vehicle Expansion (FTIP Project ID: ORA130099) and the Placentia Transit Station (FTIP Project ID: ORA030612). These projects are included as committed TCM's in SCAG's 2020 RTP/SCS (Connect SoCal), 2021 FTIP, and SCAQMD's 2016 South Coast AQMP/Ozone SIPs. Below are the summary project descriptions of these two committed TCMs. Their 2021 FTIP project sheets including detailed project information are included in **Attachment A**:

- The Paratransit Vehicle Expansion involved the purchase of fifteen gas/diesel buses for use in paratransit service. These vans would have expanded OCTA's existing paratransit fleet. However, consistent with the OCTA Bus Fleet Plan, these expansion vehicles are no longer needed in the near term. This is particularly true following the impacts of the coronavirus pandemic which has resulted in a reduction in the use of paratransit service. The vehicles were planned to be purchased by December 2022.
- The Placentia Transit Station will add a new transit station in the City of Placentia, near the intersection of Crowther Avenue and Melrose Street. It will be served by Metrolink's existing 91 Line. Completion of this TCM project has been delayed beyond the committed completion date due to protracted negotiations with the BNSF Railway, which owns the tracks that will serve the station. Construction was originally planned to be complete by December 2022.

These two committed TCMs will be delayed beyond the scheduled completion dates. One substitute TCM project involving a new 10-mile express bus line is now proposed as a replacement TCM to the previously committed projects.

## Description of Proposed Substitute TCM Project

OCTA is proposing a substitute project as a replacement to these previously committed TCMs. The recommended substitute project consists of a new 10-mile Main Street Bravo! express bus service that will follow Main Street between the Anaheim Regional Transportation Intermodal Center and the South Coast Metro district in the City of Costa Mesa. The project will improve transit access along a corridor with high existing transit demand. Traffic signal operations are also expected to be improved along the corridor, which will benefit transit as well as other vehicles.

The substitute project will be implemented by December 2022. Current funding, as part of Measure M2 (Project P), will be used for this project. Project descriptions are listed below and a map of the locations of both the committed and substitute projects is in **Attachment B**. Note that this proposed project is not in the SCAG's 2021 FTIP yet but will be amended into the FTIP upon completion of the TCM substitution.

### Compliance with TCM Substitution Requirements

- **Equivalent Emissions Reduction:** OCTA has analyzed the countywide emissions of the substitute TCM project relative to those of previously committed TCM projects. The replacement TCM project will provide equivalent emission reductions. OCTA used the Orange County Transportation Analysis Model 5.0 (OCTAM) for the analysis of the alternatives. The following three sections document the OCTAM Model Information, the Emissions Analysis Methodology, and the Emissions Analysis Findings.
- **Similar Geographic Area:** The substitute TCM project and the previously committed TCM projects are both located in the Orange County portion of the South Coast Air Basin.
- **Full Funding:** Current funding is available for the replacement TCM project as documented under the previous section Description of Proposed Substitute TCM Project.
- **Similar Time Frame:** The proposed substitute TCM project will be operational by December 2022, equivalent to the schedule of the previously committed TCM projects.
- **Timely Implementation:** The proposed substitution is the means by which the obstacles to implementation of previously committed TCM projects is being overcome.
- **Legal Authority:** OCTA has legal authority and personnel to implement and operate the substitute TCM project.

### OCTAM Model Information

OCTAM is a four-step (trip generation, trip distribution, mode choice, and trip assignment), trip-based travel demand model built on the TransCAD platform. The current model version 5.0 uses 2010 Census data and the SCAG household travel survey to help calibrate the model. The assumptions used in the current model for future forecasting are based on demographic projections from Orange County Projections 2018 and the SCAG RTP.

OCTAM forecasts travel demand with a base year of 2016 and a future forecast year of 2045. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region at the time it was developed.

### Emissions Analysis Methodology

The emissions were calculated for the future no project, previously committed TCM projects, and the proposed substitute projects. A multi-step approach was used that combined OCTAM and EMFAC. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from OCTAM. Three alternatives for forecast year 2045 were run using OCTAM as part of this study. The coding of all alternatives was consistent with OCTAM modeling practices and used the 2020 RTP/SCS network. **Attachment C** includes additional modeling details and summary of modeling files. **Attachment D** includes 2045 OCTAM model output summary statistics for Orange County.

The previously committed TCM projects as described earlier were modeled with OCTAM in an alternative referred to as the "Original Committed Projects" analysis.

The "With Proposed Substitute" analysis includes the addition of the substitute TCM project and the removal of the previously committed TCM projects. The substitute TCM project is expected to improve transit service along a corridor with high existing demand.

For comparison purposes, a third alternative was modeled that assumed the removal of the previously committed TCM projects with no substitute added. This is referred to as the "With No Projects" analysis.

All three alternatives were modeled separately using OCTAM and post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing includes travel information for all three alternatives. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes were extracted for all time periods for all alternatives.

Step 2: The Emission Factors (EMFAC2017) model was developed by the California Air Resources Board and is used throughout California to calculate emission from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2045 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. This process was performed multiple times for each modeled alternative in order to analyze conditions for summer, winter, and averaged annual timeframes.

Step 3: Compare the emissions output from Steps 2 and 3 between the alternatives to identify the emissions-related improvements from the proposed substitute TCM projects.

Note that interpolation of travel activity data between base year 2016 and forecast year 2045 (horizon year) results were used to estimate the emissions for interim year 2022 (completion year) and 2037 (2015 8-hour ozone standard attainment year).

### Emissions Analysis Findings

The projected emission from the “Originally Committed Projects” were compared with those of the “With Proposed Substitute” projects using the methodology described in the previous section. The results demonstrate that the proposed substitute TCM will yield less than or equivalent amounts of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years. Emissions of all applicable criteria pollutants (Ozone – ROG & NOx, CO, PM2.5, and PM10) for the three forecast years (2022, 2037, and 2045) are summarized in the tables below.

## Year 2022

### Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.1
NOx	0.0	- 0.3

### Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 0.2
CO	0.0	- 1.4

### Emission Reductions (Annual) - PM<sub>10</sub>, PM<sub>2.5</sub> (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.1
NOx	0.0	- 0.2
PM10	0.0	- 0.1
PM2.5	0.0	0.0

## Year 2037

### Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.3
NOx	0.0	- 0.8

### Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 0.9
CO	- 0.1	- 4.7

### Emission Reductions (Annual) - PM<sub>10</sub>, PM<sub>2.5</sub> (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.3
NOx	0.0	- 0.9
PM10	0.0	- 0.4
PM2.5	0.0	- 0.1

## Year 2045

### Emission Reductions (Summer) - Ozone (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.5
NOx	0.0	- 1.1

### Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (kg/day)

	Original Committed Projects	With Proposed Substitute
NOx	0.0	- 1.1
CO	- 0.1	- 6.5

### Emission Reductions (Annual) - PM<sub>10</sub>, PM<sub>2.5</sub> (kg/day)

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.4
NOx	0.0	- 1.2
PM <sub>10</sub>	0.0	- 0.5
PM <sub>2.5</sub>	0.0	- 0.2

In summary, the modeling results demonstrate that the proposed substitute TCM will yield an equivalent or better amount of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years.

#### Attachments

- A. 2021 FTIP Project Sheets of the Three Committed TCM Projects ( ORA130099 and ORA030612)
- B. Map of the Two Committed TCM Projects ORA130099 and ORA030612) and the Proposed Substitute TCM Project
- C. Additional Modeling Details and Summary of Modeling Files
- D. 2045 OCTAM Model Output Summary Statistics for Orange County

**2021 FTIP PROJECT SHEETS**

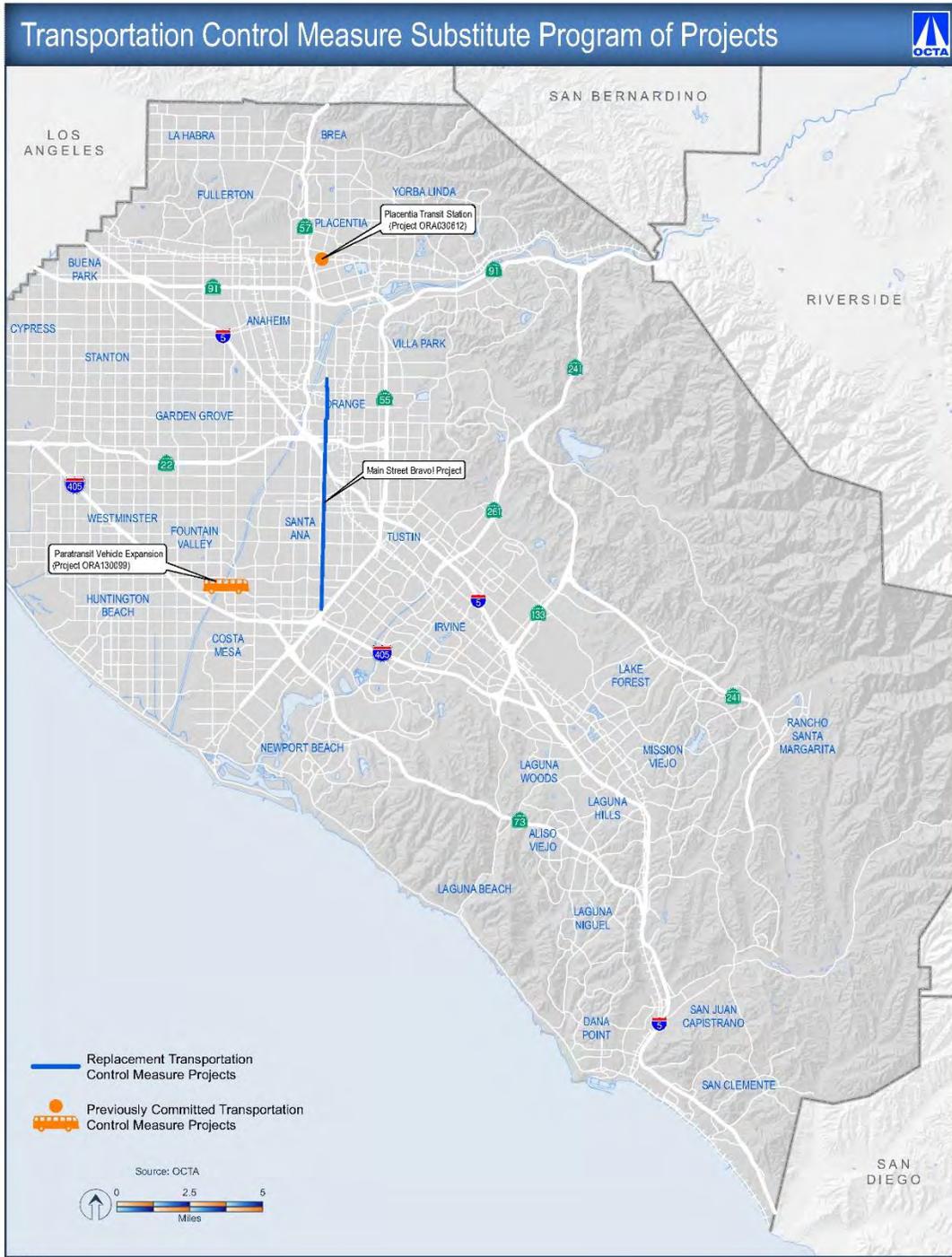
**OCTA**  
2023 Federal Transportation Improvement Program (\$000)

TRIP ID: <b>ORA130099</b> SCAG RTP Project #: <b>2TR0703</b> P/N/C: _____ EA Number: _____ IFAS #: _____ System: <b>Transit</b> Route: _____    Postmile: _____ Program Code: <b>PANS3 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL</b> Environmental Document: <b>CATEGORICALLY EXEMPT - 10/02/2019</b> Conformity Category: <b>TCM Committed</b> Total Estimate: <b>\$2,741</b> Air Basin: <b>SCAB</b> Project Completion Date: <b>12/31/2022</b> Current Implementation Status: <b>No Project Activity - 12/08/2011</b> Project Manager: <b>William Dineen - (714) 560-5917</b> Last Modified By: <b>Heidi Busslinger on 10/08/2021</b> Administrative Comments: <b>MLE1@OCTA.NET CTC Only 10/03/2019 20/21 includes potential 21/22 \$439K, 22/23 \$513K, 23/24 \$525K</b>		Project Title: <b>Purchase (15) Expansion Paratransit Vans (OCTA)</b> Project Description: <b>Purchase (15) Expansion Paratransit Vans (OCTA)</b>																															
		<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>18/19</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$353</td> <td>\$353</td> </tr> <tr> <td>19/20</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$481</td> <td>\$481</td> </tr> <tr> <td>20/21</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$1,907</td> <td>\$1,907</td> </tr> <tr> <td></td> <td></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$2,741</b></td> <td><b>\$2,741</b></td> </tr> </tbody> </table>		Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	18/19	TDA - Transportation Development Act			\$353	\$353	19/20	TDA - Transportation Development Act			\$481	\$481	20/21	TDA - Transportation Development Act			\$1,907	\$1,907			<b>\$0</b>	<b>\$0</b>	<b>\$2,741</b>	<b>\$2,741</b>
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Last Revised: <b>Adoption 23-00 - OPEN</b>		Total Programmed: <b>\$2,741</b>																															

**OCTA**  
2021 Federal Transportation Improvement Program (\$000)

TRIP ID: <b>ORA030612</b> SCAG RTP Project #: <b>ORA030612</b> P/N/C: _____ EA Number: _____ IFAS #: _____ System: <b>Transit</b> Route: _____    Postmile: <b>0 to 0</b> Program Code: <b>TRNH6 - PASSENGER STATIONS/FACILITIES-NEW</b> Environmental Document: <b>CATEGORICALLY EXEMPT - 01/01/2009</b> Conformity Category: <b>TCM Committed</b> Total Estimate: <b>\$34,825</b> Air Basin: <b>SCAB</b> Project Completion Date: <b>12/31/2022</b> Current Implementation Status: <b>ROW Acquisition - 02/14/2020</b> Project Manager: <b>Ben Ku - (714) 560-5473</b> Last Modified By: <b>Ben Ku on 05/18/2021</b> Administrative Comments: <b>MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues</b>		Project Title: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b> Project Description: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b>																																																							
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Last Revised: <b>Amendment 21-05 - APPROVED</b>		Total Programmed: <b>\$34,825</b>																																																							

Attachment: OCTA TCM Substitution Report 060222 (Two Transit TCMs Substitution by Orange County Transportation Authority (OCTA))



4/21/2022

### **Additional Modeling Details and Summary of Modeling Files**

OCTAM was used to model the two project alternatives to develop future 2045 forecasts of VMT by speed bin. The following provides details on the modeled alternatives:

- TCMBase - No project alternative 2045
  - With the two committed TCM projects (ORA130099 and ORA030612)
  - Without the proposed substitute Bravo! express bus project
- TCMOCTARep - With project alternative 2045
  - Without the two committed TCM projects (ORA130099 and ORA030612)
  - With the proposed substitute Bravo! express bus project

The highway and transit networks for each scenario includes the input scenario assumptions. The four fixed-format binary files in the asn-LVOL subdirectories contain the post-processed forecast outputs.

Key data fields in the TransCAD output:

- AB\_LN/BA\_LN: Number of lanes in the AB/BA directions
- PK\_Headway/OP\_headway: Transit headways in minutes for the peak and off-peak time periods.
- AB\_LVOL/BA\_LVOL: Post-processed forecast volumes in the AB/BA directions

The modeling output files are attached to this correspondence. Each scenario is packaged in a separate zip file:

- TCMBase.zip - No project alternative
- TCMOCTARep.zip - With project alternative

The forecast outputs were post-processed per the NCHRP-255 approach. EMFAC2017 was then used to forecast emissions using VMT by speed bin from the two OCTAM runs.

**2045 OCTAM Model Output Summary Statistics for Orange County**

	<b>Original Committed Projects</b>	<b>With Proposed Substitute</b>
<b>Total Population</b>	3,534,600	3,534,600
<b>Household Population</b>	3,488,500	3,488,500
<b>Total Dwelling Units</b>	1,154,400	1,154,400
<b>Employment</b>	1,980,400	1,980,400
<b>Daily Transit Trips</b>	152,000	153,000
<b>Total Vehicle Hours of Delay</b>	464,900	464,600
<b>Daily Vehicle Hours Traveled</b>	2,511,300	2,510,600
<b>Daily Vehicle Miles Traveled</b>	83,735,700	83,726,400
<b>Daily Peak Vehicle Hours Traveled</b>	1,620,200	1,619,700
<b>Daily Peak Vehicle Miles Traveled</b>	47,065,600	47,054,400
<b>Total Person Hours of Delay</b>	634,000	633,600
<b>Daily Person Hours Traveled</b>	3,424,600	3,423,700
<b>Daily Person Miles Traveled</b>	114,188,100	114,174,900
<b>Daily Peak Person Hours Traveled</b>	2,180,100	2,179,400
<b>Daily Peak Person Miles Traveled</b>	63,330,600	63,316,100
<b>Daily Average Speed (mph)</b>	33.3	33.3
<b>Avg. Spd. - Freeways Peak</b>	39.8	39.8
<b>Avg. Spd. - Freeway AM Pk Period</b>	38.3	38.3
<b>Avg. Spd. - Freeway PM Pk Period</b>	40.9	40.9
<b>Avg. Spd. - Arterials Peak</b>	25.1	25.1
<b>Avg. Spd. - Arterial AM Pk Period</b>	24.2	24.2
<b>Avg. Spd. - Arterial PM Pk Period</b>	25.7	25.7
<b>Avg. Spd. - All Facilities Peak</b>	31.6	31.6
<b>Avg. Spd. - All Facilities - AM Pk Period</b>	30.6	30.6
<b>Avg. Spd. - All Facilities PM Pk Period</b>	32.3	32.3



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kevin Kane, Program Manager I  
(213) 236-1828, kane@scag.ca.gov  
**Subject:** Connect SoCal 2024 Local Data Exchange Launch

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD AND EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR TC AND RC:**

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. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*On May 23, 2022, SCAG released important pieces of data for local jurisdiction review during Connect SoCal 2024 development. These include the preliminary growth forecast of households and employment through 2050 for the region at the jurisdiction and Transportation Analysis Zone (TAZ) levels and a concise planning survey. In past cycles, jurisdictions had been asked to review and approve a preliminary forecast which was then modified at a later date based on the plan's objectives. This planning cycle, the Connect SoCal 2020 regional policies – namely the promotion of growth in priority development areas and away from SB 375 resource areas – have been integrated into the forecasted numbers for local review up-front. Over the next six months, as part of the Local Data Exchange (LDX) process, SCAG staff aim to meet one-on-one with local staff to discuss the projections, other data layers, and guide the review process. Feedback from local jurisdictions is due on December 2, 2022.*

*It is important to note that the preliminary growth forecast does not aim to reflect the total development capacity that exists across the region, but instead to capture where the region*

*anticipates and aims to encourage household and employment growth through the transportation plans, policies and investments included in Connect SoCal. The growth forecast is developed at the TAZ-level to assess the impacts and benefits of the regional plan and provides the basis for producing a regional forecasted development pattern that is adopted as part of Connect SoCal, as required by SB 375. Resulting in large part due to Census 2020 and changing demographics, regional household growth is expected to be roughly 10 percent lower than projected in Connect SoCal 2020. Furthermore, projected regionwide growth through 2050 is well below estimated housing unit capacity already included in local general plans.*

**BACKGROUND:**

SCAG relies on input and collaboration from local agencies in developing the RTP/SCS every four years—namely, the transportation projects list that is provided to SCAG by each County Transportation Commission, and local data from each of the 191 cities and 6 counties. Throughout the development of the plan, SCAG engages with stakeholders through working groups, technical advisory committees, and direct engagement. In accordance with Senate Bill (SB) 375, SCAG also solicits feedback from the general public including workshops on the issues and policy choices at hand in the development of the draft SCS. In addition, SCAG brings policy issues and choices as well as emerging trends to the SCAG policy committees for dialog and feedback.

**Preparation, Principles and Process for Developing the Forecasted Regional Development Pattern**

The data layers reviewed during the Local Data Exchange (LDX) process will form the basis for the policies and strategies which will be part of Connect SoCal 2024. Of particular focus, Government Code Section 65080(b)(2)(B) *et seq.* requires that SCAG “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).” For the SCAG region, the California Air Resources Board (ARB) has set greenhouse gas reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035.

SCAG staff proposes the following principles in order to work with local jurisdictions during the LDX process to generate a forecasted regional development pattern that achieves these targets:

1. *Rooted in local planning policies.* The forecasted regional development pattern will use local general plans as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and pending/upcoming planning work.

2. *Steered by a regional vision.* The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council as part of the adoption of Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. *Aligned with state and federal policy.* The forecasted regional development pattern will reflect the 6th cycle RHNA and housing element process and be assessed against SCAG's SB 375 greenhouse gas emission reduction targets and federal transportation conformity targets.

SCAG is using the LDX to initiate earlier discussion of the Connect SoCal 2024 forecasted regional development pattern with local jurisdictions. Staff seeks to strengthen the connection of local and regional plans by encouraging local jurisdictions to make data corrections or changes based on local policies during the earlier, data development phase. The objective of this process is to reach the above-referenced statutory targets without needing further modification of the data. As in past cycles staff, in consultation with the Technical Working Group (TWG), will assess the locally-reviewed forecasted regional development pattern given state and federal requirements and report back to policy committees.

### **Preliminary Growth Forecast Methodology**

The preliminary regional and county growth projections were completed earlier this year and shared with the Joint Policy Committee and Regional Council in February. Due to a combination of long-term decreases in births and a near-term decrease in foreign and domestic migration, the region's population growth from 2019-2050 is anticipated to be approximately 50 percent of the amount projected during Connect SoCal 2020's timeframe of 2016-2045. Employment growth is expected to be roughly 70 percent the amount previously projected, and household growth 90 percent—the decrease in the latter being more modest due to smaller household sizes expected in the future in addition to pent-up demand.

Differences in the regional and county projections, which are mainly based on demographic and economic factors and developed in conjunction with a Panel of Experts, will trickle down and impact projections at the jurisdictional and TAZ levels; however, differences compared to the last plan will not be uniform across the region for myriad reasons.

For the last several regional plan cycles, the principal technique for developing jurisdiction and TAZ-level forecasts for households was to use general plan and existing land use data to gauge remaining capacity and to match it with the expected growth across a county<sup>1</sup>. The primary tool for

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<sup>1</sup> Note that SCAG's regional plans are not considered "build-out" scenarios; the level of growth is constrained by the expert panel-derived regional projections. Generally, for the region and its six counties, capacity far exceeds the level of growth which is reasonably foreseeable based on demographic and economic factors.

developing jurisdiction and TAZ-level employment forecasts is to extrapolate today's jobs by industry in smaller areas by the amount they're expected to grow in the county over the next 30 years (i.e. a shift-share method). This has served as a starting point for local review of household and employment projections; following local review staff have integrated growth strategies in order to assist in reaching the statutory targets.

Connect SoCal 2024 plan development contains some additional challenges and in consultation with Technical Working Group (TWG) staff embarked on a streamlined approach.

First, the 6<sup>th</sup> cycle Regional Housing Needs Allocation (RHNA), housing element update process, and substantial state emphasis and resources geared toward housing production in areas of high need are existing policies whose impacts must be considered when projecting growth. In particular, a jurisdiction's housing element is intended to identify sites or opportunities for rezoning which may change the location and quantity of capacity for new housing, while past trends may no longer be as reliable of a predictor of future growth.

Secondly, Connect SoCal 2020 – and prior regional plans – have relied on some combination of prioritized and de-prioritized areas for development in order to reach statutory targets. Generally, growth is prioritized (but not exclusively) in areas with some combination of transit, walkability, or accessibility in order to reach greenhouse gas targets—types of places increasingly a focus of state policy and funding efforts to accelerate housing production. Conversely, growth is de-prioritized (but not precluded) in areas with natural and agricultural resources or environmental hazards that can increase cost and risk and thus decrease development likelihood.

SCAG has traditionally developed data on such prioritized and de-prioritized development areas; however, this is usually applied to growth projections as a scenario exercise after the lengthy and comprehensive local review process is concluded. **In contrast, the Connect SoCal 2024 preliminary household growth forecast methodology includes the housing element update, priority development areas (PDAs), and SB 375 Green Region/Resource Areas (GRRAs) as factors.** The preliminary employment forecast uses updated data and regional projections; however, the methodology remains the same as in prior cycles.

Four PDAs are used in the preliminary growth forecast methodology, and each location in the region is attributed a value of 0-4 based on the degree of transportation or locational benefit available in that place based on:

- Neighborhood Mobility Areas (NMAs)
- Transit Priority Areas (TPAs)
- Livable Corridors
- Spheres of Influence (in unincorporated areas only)

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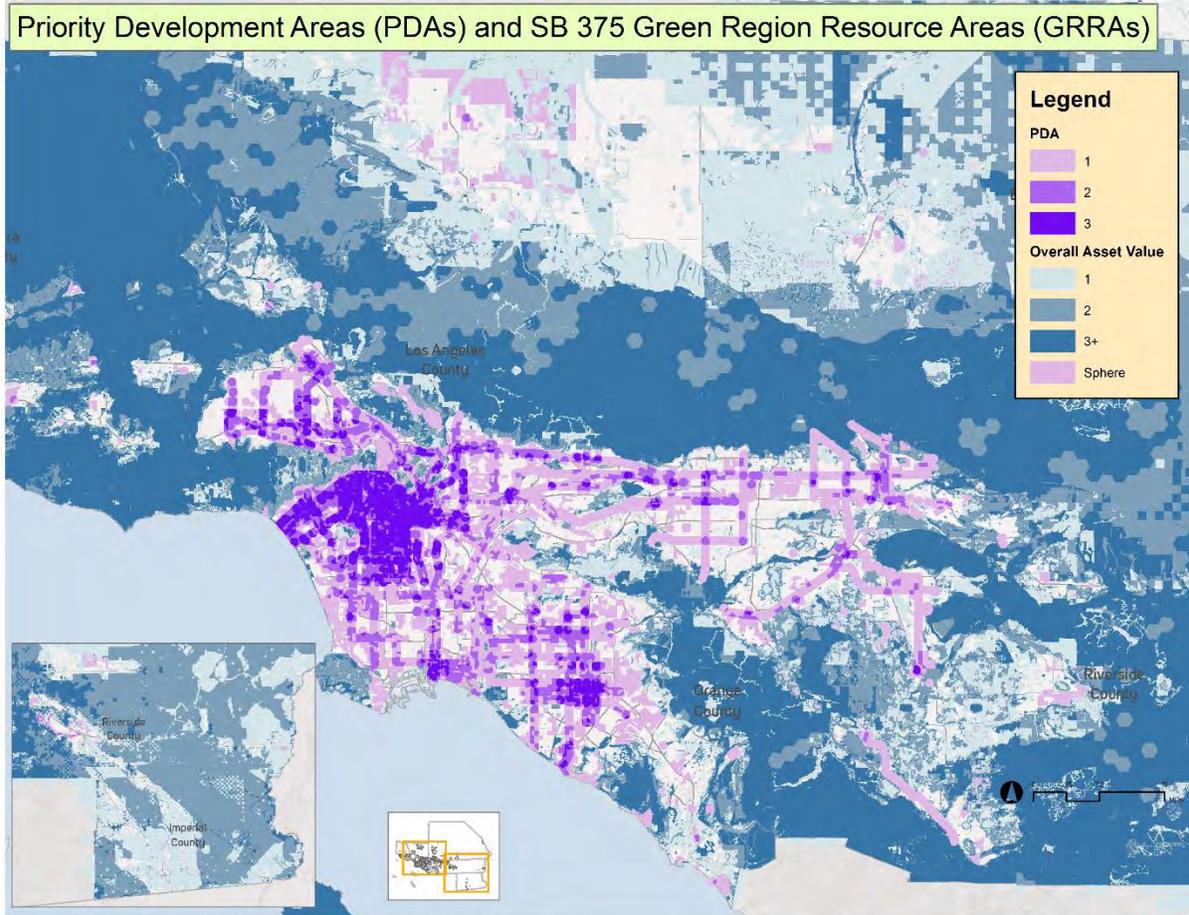
Thirteen layers contribute to GRRAs, which are used in the preliminary growth forecast methodology; Each location in the region is attributed a value of 0-13 based on the degree of environmental sensitivity to natural hazards and climate change risks to development based on:<sup>2</sup>

- 100-year floodplains
- Wildfire risk within high and very high risk areas
- Wildland-urban interface and intermix areas
- 3-ft sea level rise
- Sensitive habitat areas, such as wetlands
- Sensitive habitat areas, such as areas providing habitat connectivity
- Sensitive habitat areas, such as areas of conservation emphasis
- Open Space and Parks, as identified under Save Our Agricultural Resources (Ventura County)
- Open Space and Parks, as identified under the CA Protected Areas Database
- Open Space and Parks, as identified under the CA Conservation Easement Database
- Tribal Nations
- Military Installations
- Farmlands, as identified through the CA Department of Conservation Farmland Mapping & Monitoring Program

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<sup>2</sup> Note that the GRRR layer list is based on the adopted, Connect SoCal 2020 Growth Vision (see [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_sustainable-communities-strategy.pdf#page=20](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities-strategy.pdf#page=20)) with updates made for newly available data. Detailed GRRR and PDA layer descriptions can be found in the Data/Map books available at <https://scag.ca.gov/local-data-exchange>.

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(Source: SCAG: \*Indicates districts 28 and 29 (Long Beach & Avondale) which are not geographically distinct. \*\*2019 district average population is 245,000.

Connect SoCal 2024 - Preliminary Growth Forecast Assessment

P:\kkane\SCAGRTPSCS24\pda\_grra\_formatted.mxd | Date: 5/10/2022

Then, the preliminary growth forecast methodology prioritizes household growth in **20 steps** based on the number of PDAs and GRRAs, beginning with the lowest step where available capacity—based on general plans, existing land use, and housing elements—is found:

<b>Number of Priority Development Areas</b>	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
<b>Number of Green Region Resource Areas</b>	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
<b>Step #</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

**LDX – Local Review Process**

On February 23<sup>rd</sup> the first stage of LDX – referred to as soft launch—made housing element data, PDAs, and GRRAs available to and reviewable by local jurisdictions. On May 23<sup>rd</sup>, SCAG released the preliminary growth forecast data at the jurisdiction and TAZ levels. During LDX, SCAG aims to meet one-on-one with local jurisdictions to discuss the growth projections and other data layers.

LOCAL DATA EXCHANGE (LDX) TIMELINE	DATE
LDX Soft Launch. Non-growth data available for local review.	February 23, 2022
Outreach and trainings. LIST team available for questions and consultation.	Feb – May 2022
LDX Complete Launch including preliminary growth forecast data.	May 23, 2022
One-on-one meetings with local jurisdictions to review the data and review opportunity.	May – October 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release.	Fall 2023

CATEGORY	LDX DATA LAYER	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections
Transportation	High Quality Transit Areas	Reference Only

	Transit Priority Areas	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional
Green Region Resource Areas (SB 375)	Resilience ( <i>Flood areas, coastal inundation, wildfire risk</i> )	Reference Only
	Open Space/Habitat ( <i>Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans</i> )	Reference Only
	Administrative/Working Lands ( <i>Tribal nations, military installations, farmlands</i> )	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	TAZ	Reference Only
Growth/SED	Jurisdiction and TAZ-level projections of households and employment (2019, 2035, and 2050)	Update/Corrections
LDX Survey	See <a href="https://www.surveymonkey.com/r/LDX24">https://www.surveymonkey.com/r/LDX24</a>	Planning Survey

It is important to note that the preliminary forecast is considered incomplete until it is reviewed by local jurisdictions. While the data layers in the above table were used to allocate the regional and county growth projections to jurisdictional and TAZ levels, SCAG staff realize that there may be corrections or more recent local sources available. This includes entitlements and development agreements, for which the existing dataset (last reviewed during Connect SoCal 2020 development) is likely to require updates to development boundaries, size, and timing in order to accurately reflect local jurisdictions’ assessment of development likelihood.

In addition, there may be local policies which result in higher or lower available capacity or potential for growth. Most notably, housing element updates are in various stages of completion and detailed data availability is incomplete. While RHNA allocations and major changes were included as best as possible, their integration into the preliminary growth forecast was necessarily incomplete and will rely on the LDX process to refine.

Furthermore, staff’s development of a regional approach to PDAs in consultation with TWG may not be fully reflective of areas which local jurisdictions are prioritizing for development. Mitigation measures or other unconsidered factors may also affect the likelihood of growth in GRRAs.

While the methodology described above reflects a starting point to the Forecasted Regional Development Pattern, changes to the preliminary figures are anticipated. In order to guide jurisdictions in providing SCAG with an accurate reflection of future households and employment at the jurisdiction and TAZ-levels, LDX includes a **Data Review and Verification Form**. This form should be used to formally indicate review and approval of data layers. It includes checkboxes for types of changes based on data corrections or local policies which affect the inputs to the preliminary growth projection methodology.

### **Regional Data Platform and Providing Feedback**

SCAG is pleased to accept feedback in any form; however, the newly-launched Regional Data Platform (RDP) (<https://hub.scag.ca.gov>) is the preferred method. The RDP is a collaborative data sharing and planning system designed to facilitate better planning for cities and counties of all levels across the region. The RDP has been designed with three major components—*Accessible Data and Information*, *Planning and Engagement Tools*, and *Data Sharing Tools and Workflows*.

The *Data Sharing Tools and Workflows* component has been centered around the LDX process and provides local jurisdictions with a login credential to view, visualize, and provide feedback on LDX data layers. Technical assistance and trainings are available from the Local Information Services (LIST) team and can be requested through the RDP or [list@scag.ca.gov](mailto:list@scag.ca.gov). LDX data layers will also be available to view through the PDF Data/Map Books at <https://scag.ca.gov/local-data-exchange> and jurisdictions may instead choose to provide feedback via email to [list@scag.ca.gov](mailto:list@scag.ca.gov).

**FISCAL IMPACT:** Work for this item is covered under OWP item 055.4856.01, Regional Growth and Policy Analysis.

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

1. PowerPoint Presentation - GrowthAllocMethodology 2spp

# Local Data Exchange Complete Launch

and preliminary growth forecast methodology

Kevin Kane, PhD

Program Manager, Demographics & Growth Vision

June 2, 2022

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



## Presentation Outline



- LDX and the steps to a Forecasted Regional Development Pattern - *which ingredients are new?*
- Preliminary small area (jurisdiction and TAZ) growth forecast methodology - *what's the recipe?*
- Local Data Exchange review process – *what do we need from local jurisdictions for it to be 'fully baked' ?*

# Connect SoCal 2024: Development Update



## COMPLETED

- ✓ Regional & County Forecast
- ✓ Relaunched Working Groups
- ✓ Regional Data Platform Launch

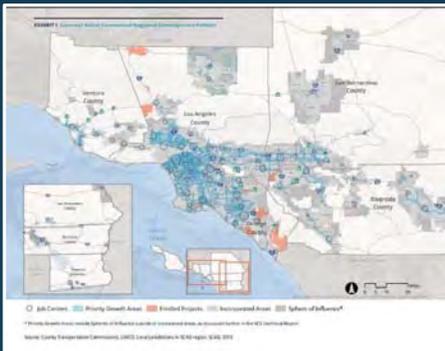
## LOCAL DATA EXCHANGE (LDX)

- Soft Launch – February 23<sup>rd</sup>
- Complete Launch – May 23<sup>rd</sup>
- Input Deadline – December 2<sup>nd</sup>

# Objective: Forecasted Regional Development Pattern



*“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).” California Government Code 65080(b)(vii)*



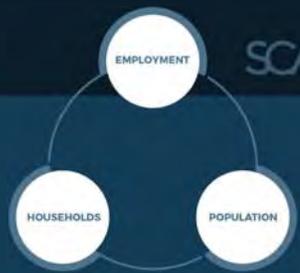
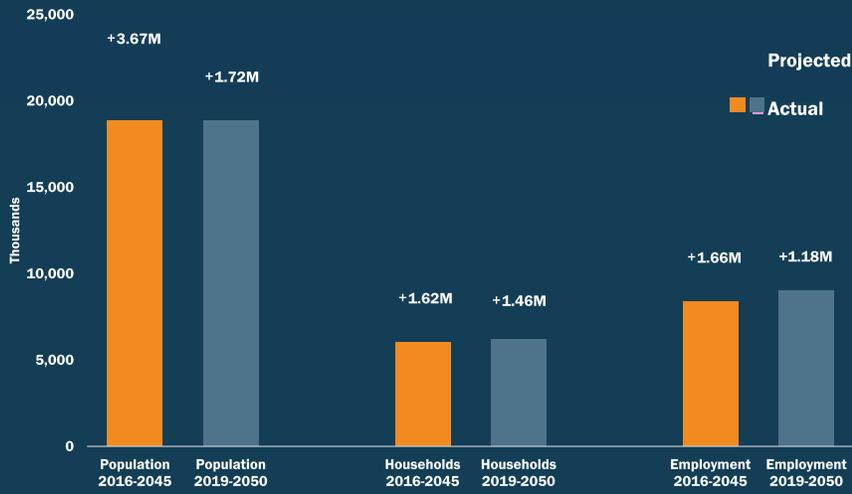
Connect SoCal 2020 Forecasted Regional Development Pattern

- LDX GETS HERE BY BEING:**

  - ✓ Rooted in local planning
  - ✓ Steered by a regional vision
  - ✓ Aligned with state and federal policy



### SCAG Region Population, Households and Employment Preliminary Connect SoCal 2020 vs. Connect SoCal 2024



**LESS GROWTH THAN BEFORE:**

- ✓ Less than half the population growth...
- ✓ means only 71% of the job growth...
- ✓ but still about 90% of the household growth due to smaller households and pent-up demand.

Source: Connect SoCal 2024 Preliminary Projections

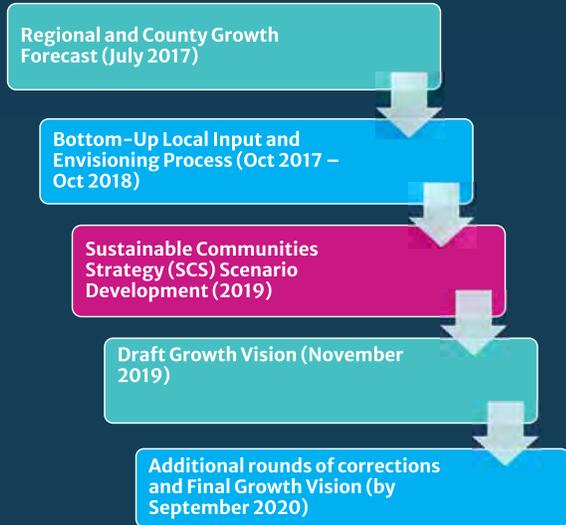
### Four key forecast scales



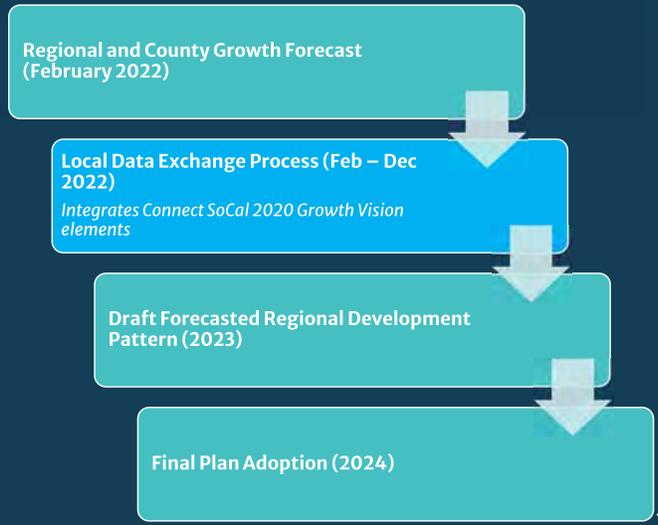
# Simplified Process for Connect SoCal 2024



## Connect SoCal 2020



## Connect SoCal 2024



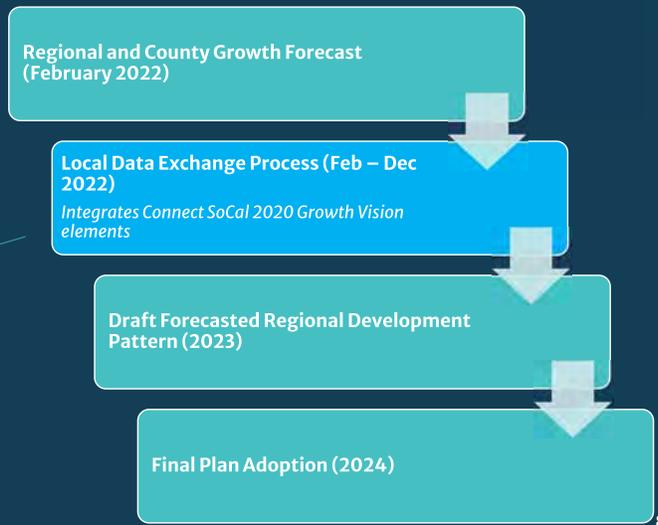
7

# Simplified Process for Connect SoCal 2024



- More transparent methodology
- Developed *before* local review
- Allows local jurisdictions to correct and integrate *their* visions
- Timely plan delivery

## Connect SoCal 2024



8

Attachment: PowerPoint Presentation - GrowthAllocMethodology 2spp (Connect SoCal 2024 Local Data Exchange Launch)

# LDX Data Layers



CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections and site inventory upload
Transportation	High Quality Transit Areas	Reference Only
	Transit Priority Areas	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional

CATEGORY	LAYER NAME	REVIEW TYPE
Green Region Resource Areas (SB 375)	Resilience (Flood areas, sea level rise, wildfire risk, WUI)	Reference Only
	Open Space/Habitat (Open space and parks, endangered species and plants*, sensitive habitat areas, natural community and habitat conservation plans*)	Reference Only
	Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	TAZ (Tier2)	Reference Only
Preliminary Growth	Jurisdiction-level projections of households and employment (2019, 2035, 2050)	Update/Corrections
	Tier 2 TAZ-level projections of households and employment (2019, 2035, 2050)	Update/Corrections

PDF versions are available through Data/Map Books and digital versions are available to local jurisdictions through their RDP LDX login.

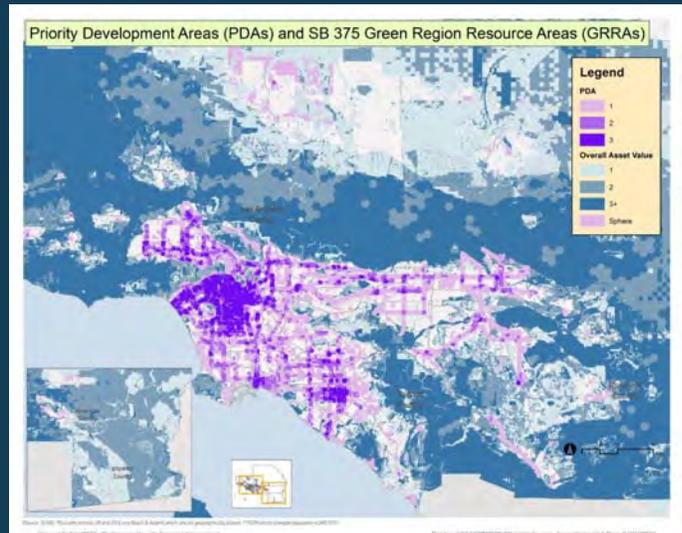
\* Note: layers displayed in Data/Map Books, but not included in multi-benefit asset maps

# Preliminary small area household forecast methodology



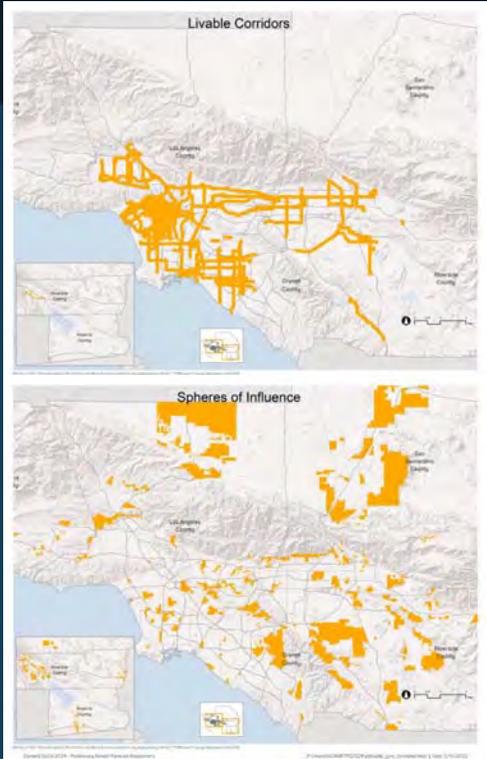
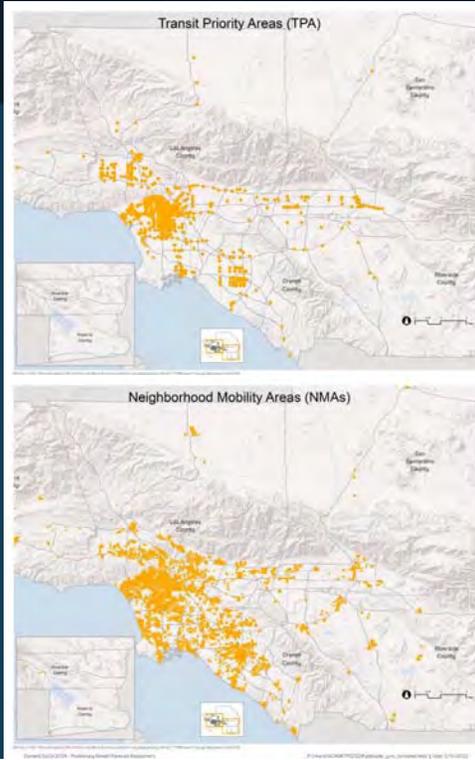
1. Estimate remaining general plan capacity and control to county/regional projection
2. Add RHNA/housing element rezone sites as needed
3. Growth prioritization steps
  - Increase in Priority Development Areas (PDAs)
  - Minimize in Green Region Resource Areas (GRRAs)

Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resource Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Step #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20



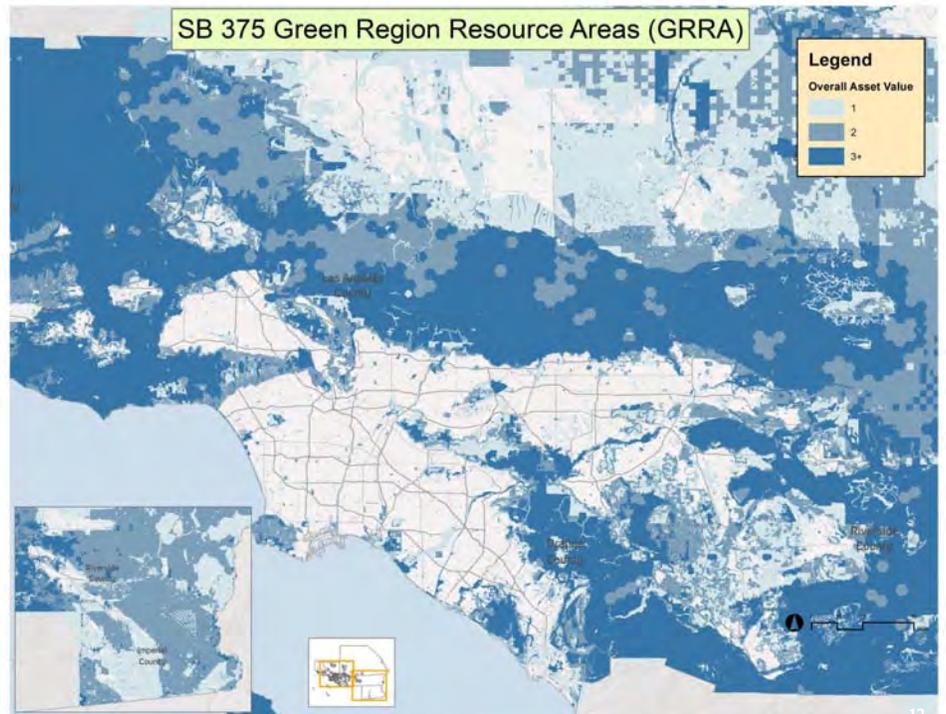
## Priority Development Areas

- Identify how many of the four a parcel lies in
  - Neighborhood Mobility Areas (NMA)
  - Livable Corridors
  - Transit Priority Areas (TPA)
  - Sphere of Influence



## SB 375 Green Region/Resource Areas

- Identify how many of these a parcel lies in:
  - 100 Year Flood Plains
  - 3 ft. sea level rise
  - High and very high Wildfire risk
  - Wildland Urban Interface & Intermix
  - Open space and parks (3)
  - Sensitive habitat areas (3)
  - Tribal nations
  - Military installations
  - Farmlands



Source: SCAG. \*Excludes districts 28 and 29 Long Beach & Astoria which are not geographically distinct. \*\*2019 district average population is 245,000.  
 Connect SoCal 2024 - Preliminary Growth Forecast Assessment  
 P:\kkaner\SCAGRTPSCS24\pdx\pdx\_gra\_formatted.mxd | Date: 5/10/2022

# SB 375 Green Region Resource Areas – 2024 Plan Refresh



## Connect SoCal 2020 Growth Vision

## Connect SoCal 2024 Local Data Exchange

Tribal Nation Lands	Tribal Nation Lands
Military Lands	Military Lands
Open Space and Conserved Lands	Open Space and Conserved Lands
Sea Level Rise Areas (2 ft)	Sea Level Rise Areas ( <b>3 ft</b> )
Farmlands in Unincorporated Areas	Farmlands in Unincorporated Areas
Wildland-Urban Interface (WUI)	Wildland-Urban Interface (WUI)
Grazing Lands and Farmlands within Incorporated Jurisdictions	Farmlands within Incorporated Jurisdictions
500 Year Flood Plains	<b>100</b> Year Flood Plains
CAL FIRE Very High Severity Fire Risk (state and local)	CAL FIRE Very High Severity Fire Risk (state and local)
Natural Lands and Habitat Corridors	Sensitive Habitat Areas
Wetlands	Wetlands
Habitat Connectivity	Habitat Connectivity
Habitat Quality	Habitat Quality
	Habitat Conservation Plans*
	Endangered Species and Plants*

### Key

Updated data - new source
Updated data - same source
No updated data - used Connect SoCal 2020 layer
New data category

Notes: **Bolded and underlined** text indicates additional updates. See Data/Map Books at <https://scag.ca.gov/local-data-exchange> for additional detail on Connect SoCal 2024 layers.

\* Layers displayed in Data/Map Books, but not included in multi-benefit asset maps

# Forecasted Regional Development Pattern relies on local review & approval to be complete



The image displays two screenshots of the SCAG LDX Editor. The top screenshot shows a map with various colored zones (green, yellow, orange, red) and a sidebar with 'About', 'Feedback', and 'Edit (BETA)' options. The bottom screenshot shows a similar map view with a 'Select a Jurisdiction & Dataset' dropdown menu and a 'Key Statements' section.

Needs review for:

1. Data corrections
2. Local policy

# LDX One-on-one meetings



Cities in Imperial, Los Angeles, and Ventura counties can schedule a meeting today!

- One-on-one meetings with all 197 jurisdictions in 2022
- Conducted by Local Information Services Team (LIST) – [list@scag.ca.gov](mailto:list@scag.ca.gov)

Note: Most meetings are anticipated to be virtual for Connect SoCal 2024.

# Key Points: LDX and Preliminary Growth Forecast Methodology



1. Where will the region grow? *Forecasted Regional Development Pattern*
2. “Starting point” now takes into account:
  - Housing element update
  - Priority Development Areas
  - SB 375 Green Region / Resource Areas
3. LDX allows jurisdictions to provide **corrections and local policy updates**.
4. Objective: hit statutory targets **without needing** further modification

Schedule a one-on-one meeting now

Input due December 2, 2022

Better regional planning by integrating local plans.

Thank You!

<https://scag.ca.gov/local-data-exchange>

<https://hub.scag.ca.gov>

[list@scag.ca.gov](mailto:list@scag.ca.gov)

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

[kane@scag.ca.gov](mailto:kane@scag.ca.gov)

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





AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Ma'Ayn Johnson, Program Manager II  
(213) 236-1975, johnson@scag.ca.gov  
**Subject:** Housing-Supportive Grant Application Technical Assistance

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION CEHD, EEC, TC AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Through its Regional Early Action Planning (REAP) 1.0 grant program, SCAG has developed the Housing-Supportive Grant Application Technical Assistance program, in which SCAG will provide grant writing technical assistance to selected recipients for projects that accelerate housing production and increase housing supply. Assistance will be available until June 30, 2023. The call for applications begins on June 6, 2022 and ends on July 1, 2022.*

**BACKGROUND:**

The Regional Early Action Planning (REAP) 1.0 grant provided councils of governments such as SCAG funding to help local jurisdictions accelerate housing production and increase housing supply. One of the main program areas, Housing Policy Solutions, focuses on providing toolkits, best practices, and technical assistance to local jurisdictions to support housing production. As part of this program area, SCAG has developed a Housing-Supportive Grant Application Technical Assistance program and will be holding a call for applications.

Under the Housing-Supportive Grant Application Technical Assistance program, SCAG will procure a qualified and experienced consultant to assist selected local jurisdictions and Tribal Governments with grant writing support in seeking funding and resources from the California Department of



Housing and Community Development (HCD) and other public agencies. Grant assistance will be provided on a rolling basis to synchronize with Notice of Funding Availability (NOFA) releases and is available until the REAP 1.0 expenditure deadline of June 30, 2023.

Because the program is funded by the Regional Early Action Planning (REAP) 1.0 grant, the proposed project or program must accelerate housing production and increase housing supply through housing planning activities. Eligible grants include programs such as the Local Housing Trust Fund and Infill Infrastructure Grant Qualifying Infill Areas administered by HCD and various brownfield cleanup grants offered by the Department of Toxic Substances Control (DTSC).

SCAG is holding a call for applications for jurisdictions and Tribal Governments to apply for grant application technical assistance. Up to 15 jurisdictions/Tribal Governments will be selected. Efforts will be made so that grant application technical assistance opportunities are awarded in each county in the SCAG region. In the event that there are more applications for technical assistance than there are resources for, SCAG will prioritize disadvantaged communities as defined in the Connect SoCal Plan and other data sources.

The application will require the applicant to indicate which grant or funding source they are interested in and information on the proposed project or program. SCAG will distribute the application to its subregional COG partners, planning directors, Tribal Governments, and others when the call for applications opens on June 6, 2022. The application will also be available on the SCAG housing webpage: [www.scag.ca.gov/housing](http://www.scag.ca.gov/housing).

The submission deadline is July 1, 2022 and selected recipients will be notified in August 2022.

<b>Grant Application Technical Assistance Program Milestones</b>	<b>Dates</b>
Call for Applications Opens	June 6, 2022
Call for Applications Submission Deadline	July 1, 2022
Jurisdiction Selection and Kickoff Meetings with Consultant	Rolling basis starting August 2022
Final Work and Invoices Submitted	June 30, 2023

**FISCAL IMPACT:**

Work associated with this item is included in the FY 21-22 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Sarah Dominguez, Program Manager II  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** Policy Development Framework for Connect SoCal 2024

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council adopt the Policy Development Framework for Connect SoCal 2024.

**RECOMMENDED ACTION FOR RC:**

Adopt the Policy Development Framework for Connect SoCal 2024.

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

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:**

*In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024. Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. SCAG will build from the strategies and policies established in Connect SoCal 2020, such as the Core Vision and Key Connections. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region's evolving needs, challenges and opportunities. The attached draft Policy Development Framework for Connect SoCal 2024 outlines the approach for policy development with the existing Policy Committees and three new sub-committees.*

**BACKGROUND:****What is Connect SoCal 2024?**

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of the Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region's evolving needs, challenges and opportunities.

**Connect SoCal 2024: Status Update**

As described at the February 2022 Joint Policy Committee Meeting, SCAG is now entering into the "Data Collection and Policy Development" phase of plan development.

Throughout 2022, staff will be continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



**Policy Development Framework for Connect SoCal 2024**

In July 2021, then President Lorimore convened a strategic planning session for the Executive Administration Committee (EAC) and executive staff to establish high-level work goals and priorities for work planning for the year. The resulting EAC Strategic Work Plan identified elevating and expanding policy leadership as a central measure to advancing the EAC’s goals and priorities. Among the tasks assigned to staff to expand policy leadership was the development of a Policy Development Framework for Connect SoCal 2024. Per the EAC Strategic Work Plan:

“Working with the Executive Officers and the Policy Committee Chairs and Vice Chairs to develop a Policy Development Framework for 2024 Connect SoCal that identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development (March 2022)”

The attached Policy Development Framework for Connect SoCal 2024 includes the preliminary plan vision and goals<sup>1</sup>, key policy priorities, and an outline for the focus and responsibility of each Policy Committee and three new sub-committees to consider opportunities to incorporate new policy direction and priorities identified by the board since 2020 into the regional plan.

In March 2022, SCAG staff shared this draft with the EAC for initial feedback. Several members highlighted the need to address or discuss water in relationship to planned development. Staff noted that in Connect SoCal 2020 we incorporated water considerations through the Housing Supportive Infrastructure Key Connection and through analysis in the Program Environmental Impact Report. Staff will explore how best to address this issue within the requirements and goals for Connect SoCal 2024.

In April 2022, SCAG staff presented the draft to each Policy Committee. Policy Members provided direction to staff on areas for further discussion or consideration including but not limited to: leveraging remote work to reach regional goals; addressing disabled community needs through universal design and first-last mile; feasibility of blending biofuels in diesel trucks; and exploring

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<sup>1</sup> The attached Policy Development Framework includes updated vision and goals which reflect stakeholder feedback collected between January and April 30, 2022.

hydrogen-powered heavy-duty freight. Staff have noted these areas of interest for inclusion during plan policy development.

**Next Steps**

Following adoption, SCAG will circulate a survey to all members, to assess interest in policy issues and in serving on one of the sub-committees. Following the results of this survey, SCAG will work with the President and Executive Officers establish the sub-committees and prepare a more detailed policy committee agenda outlook for each of the Committees to illustrate the progression of policy discussions leading up to plan analysis and production in summer 2023.

Later this year, SCAG will be onboarding a consultant to assist with Public and Stakeholder Engagement for the plan. Early deliverables from that work will include educational materials to help stakeholders better understand the regional planning and policy development process.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. Policy Development Framework for Connect SoCal 2024
2. PowerPoint Presentation - Policy Development Framework

# Policy Development Framework for Connect SoCal 2024

Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. Prepared in response to direction by the Regional Council, this Policy Development Framework presents the Draft Plan Vision and Goals and the Policy Priorities to be expanded and refined through the planning process to advance the vision and goals, and a policy development leadership structure and outlook to foster policy education, engagement, consensus building and decision-making.

## DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups and the Technical Working Group on the draft Goals & Vision for Connect SoCal 2024. Their feedback informed the updated draft Vision and Goals below.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals are each further defined by supporting sub-Goals.

## DRAFT VISION STATEMENT

A healthy, accessible and connected region for a more resilient and equitable future.

## DRAFT GOALS

*Mobility:* Build and maintain a robust transportation network.

- Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality.
- Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities.
- Plan for people of all ages, abilities, and backgrounds.

*Communities:* Develop, connect, and sustain communities that are livable and thriving.

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

*Environment:* Create a healthy region for the people of today and tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve and restore the region's natural and agricultural resources.

*Economy:* Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region’s global economic competitiveness.

## POLICY PRIORITIES

The Draft Policy Priorities are based upon policy direction established in Connect SoCal 2020 and recent Regional Council actions to address three of the emerging issues facing the region. The pillars of Connect SoCal 2020—the *Core Vision* and *Key Connections*—are outlined below followed by a summary of the emerging issues and related actions.

## CORE VISION

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal’s *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

Many of the policies and strategies summarized as the *Core Vision* of the plan are reflective of the policies and projects developed at the local level and gathered by SCAG through the plan development process (through the Local Data Exchange with Local Jurisdictions and Project List submissions from County Transportation Commissions). The Core Vision strategies will be discussed during plan development to identify barriers to implementation and opportunities for enhancement.

## KEY CONNECTIONS

Connect SoCal 2020 introduced *Key Connections* that build on the *Core Vision* to leverage technology or advance policy needed to accelerate reaching plan goals. Key Connections identify critical regional strategies to “close the gap” between what could be accomplished through intensification of core planning strategies alone, and what must be done to meet increasingly aggressive greenhouse gas reduction goals. The Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The policies and strategies identified as *Key Connections* became the focal point for SCAG implementation efforts in directing research priorities and local technical assistance.

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

In developing both the Core Vision and Key Connections, SCAG works with stakeholders, identifies trends and data in the region, assesses local best practices and researches the efficacy of different strategies. SCAG also needs strategic input and direction from Policy Committee members and the Regional Council.

## EMERGING ISSUES

There are three salient and interconnected challenges facing our region: equity, resilience, and the economy. Actions by SCAG's Regional Council over the past year and a half provide a policy foundation for work on the next plan development and expanded policy focus on these emerging issue areas.

### Equity

On July 2, 2020, the Regional Council adopted Resolution No. 20-623-2<sup>1</sup> on Racial and Social Justice, affirming SCAG's commitment to meaningfully advance justice, equity, diversity and inclusion, and establishing the Special Committee on Equity and Social Justice to advance social justice throughout the agency.

On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan<sup>2</sup>, the purpose of which is to guide and sustain SCAG's regional leadership in service of equity and social justice. It reflects discussions and feedback provided to the Special Committee on the definition of equity and overarching goals and strategies to advance racial equity through SCAG's policies, practices and activities.

### Resilience

On January 7, 2021, the Regional Council adopted Resolution No. 21-628-1<sup>3</sup> on Climate Change Action that affirms a climate change crisis in Southern California and identifies actions for SCAG to undertake, including: developing a regional resilience framework, initiating a regional climate planning network, and developing a regional advanced mitigation program (RAMP).

### Economy

On July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) Final Report and Recommendations<sup>4</sup>, which identifies five core principles to drive SCAG's work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on racial and gender equity; focusing in reducing the racial wealth gap;
2. Focus on rebuilding the middle class with high road employment;
3. Ensure that all strategies contribute to a climate ready region;
4. Tailor strategies to the needs of both industry sectors and geographic subregions; and
5. Bring new and diverse voices to the table.

On February 4, 2021, the Regional Council adopted Resolution No. 21-629-2<sup>5</sup> to establish a Broadband Action Plan to assist in bridging the digital divide. The Broadband Action Plan includes incorporating

<sup>1</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143>

<sup>2</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91>

<sup>3</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12>

<sup>4</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13>

<sup>5</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13>

broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and future Regional Transportation Plan/Sustainable Communities Strategies.

### POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

Policy discussions that occur during SCAG’s Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

Staff will bring forward informational and discussion items related to the relevant *Core Vision* and *Key Connections*; highlighting context and data from staff research; perspectives from academics, researchers or policy experts; and insights from local practitioners. Presentations may also focus on current subregional efforts and best practices to address the Connect SoCal 2020 Key Connections, as well as emerging trends and new issues related to each *Core Vision* or *Key Connection*. The plan issue areas organized by Policy Committee are outlined in the table below.

### MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<b><i>Core Vision</i></b>		
<ul style="list-style-type: none"> <li>• System Preservation &amp; Resilience</li> <li>• Demand &amp; System Management</li> <li>• Transit Backbone</li> <li>• Complete Streets</li> <li>• Goods Movement</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable Development</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable Development</li> </ul>
<b><i>Key Connections</i></b>		
<ul style="list-style-type: none"> <li>• Go Zones</li> <li>• Shared Mobility &amp; MaaS</li> <li>• Smart Cities &amp; Job Centers</li> </ul>	<ul style="list-style-type: none"> <li>• Smart Cities &amp; Job Centers</li> <li>• Housing Supportive Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Accelerated Electrification</li> </ul>
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="1018 1425 1429 1472" style="text-align: center;"><b><i>Environmental Compliance</i></b></th> </tr> </thead> <tbody> <tr> <td data-bbox="1018 1472 1429 1673"> <ul style="list-style-type: none"> <li>• PEIR</li> <li>• Transportation Conformity</li> <li>• Environmental Justice</li> <li>• SB 375 Technical Methodology</li> </ul> </td> </tr> </tbody> </table>
<b><i>Environmental Compliance</i></b>		
<ul style="list-style-type: none"> <li>• PEIR</li> <li>• Transportation Conformity</li> <li>• Environmental Justice</li> <li>• SB 375 Technical Methodology</li> </ul>		

### JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic, Human Development; and Energy and

Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

**SPECIAL CONNECT SOCAL 2024 SUB-COMMITTEES**

As discussed at the February 2022 Joint Policy Committee Meeting, there are a number of trends disrupted by the pandemic and emerging issues setting the context for the next Connect SoCal. To help dive deeper into key areas for Connect SoCal, SCAG will establish three new sub-committees.

These three sub-committees will be comprised of members from each county with participation from invited business or civic leaders and practitioners with unique and valuable perspective on the given sub-committee focus area.

These sub-committees will prepare and make recommendations to SCAG Policy Committees on how to address these emerging issues within Connect SoCal 2024.

<b>NEXT GENERATION INFRASTRUCTURE</b>	<b>RESILIENCE &amp; CONSERVATION</b>	<b>RACIAL EQUITY &amp; REGIONAL PLANNING</b>
<p><i>Purpose:</i> Build on the recommendations for the Inclusive Economic Recovery Strategy to identify ways Connect SoCal can ensure opportunities for all; and explore solutions for making the most of existing infrastructure to maintain and improve levels of service such as through innovations in Broadband and System Demand Management.</p>	<p><i>Purpose:</i> Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action to consider opportunities for enhanced conservation and how can Connect SoCal support our communities in adapting to changing conditions or mitigating risks to become more resilient.</p>	<p><i>Purpose:</i> Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how our planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG’s environmental justice communities.</p>



## Policy Development Framework

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

April 7, 2021

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



### Policy Development Framework Overview

- **Draft Vision and Goals**
  - Mobility, Communities, Environment, Economy
- **Policy Priorities**
  - Core Vision
  - Key Connections
  - Emerging Issues
- **Policy Development: Leadership & Outlook**

## Draft Connect SoCal 2024 Vision and Goals

- **Vision Statement** to capture what we want the region to be
- Four simplified Goals
  - Themes: **Mobility, Communities, Environment, and Economy**
  - Further defined through sub-goals
- Overarching through lines to integrate into the 2024 cycle: **Equity and Resilience**

## Policy Priorities

### CORE VISION

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

### KEY CONNECTIONS

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

### EMERGING ISSUES

- Equity
- Resilience
- Economy

## Policy Development: Leadership & Outlook

### TRANSPORTATION COMMITTEE

### COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE

### ENERGY & ENVIRONMENT COMMITTEE

#### CORE VISION

- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement
- Sustainable Development
- Sustainable Development

#### KEY CONNECTIONS

- Smart Cities & Job Centers
- Shared Mobility & Mobility as a Service (MaaS)
- Go Zones
- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Accelerated Electrification

#### ENVIRONMENTAL COMPLIANCE

- PEIR
- Transportation Conformity
- Environmental Justice
- SB 375 Technical Methodology

## Special Connect SoCal 2024 Sub-Committees: Overview

### NEXT GENERATION INFRASTRUCTURE

### RESILIENCE & CONSERVATION

### RACIAL EQUITY & REGIONAL PLANNING

**Purpose:** Dive deeper into key areas for Connect SoCal and provide recommendation to SCAG Policy Committees on how to address this issues in the plan.

**Representation:** Members from each county with invited participation from business or civic leaders and practitioners

**Duration:** 3- 4 meetings between August 2022 and February 2023

# Special Connect SoCal 2024 Sub-Committees: Next Steps



## Summer 2022

Survey to all members soliciting interest in serving on sub-committees

President and Executive Officers establish sub-committees and prepare agenda outlooks

Sub-committee meetings begin

## Spring 2023

Sub-committees prepare recommendations for Policy Committees

## Summer 2023

Policy Committees incorporate recommendations into decision making for Connect SoCal 2024



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





AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Transportation Committee (TC)  
**From:** Philip Law, Manager of Mobility Planning and Management  
(213) 236-1841, law@scag.ca.gov  
**Subject:** SCAG Integrated Passenger and Freight Rail Forecast

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:**  
*SCAG has completed the region's first "Integrated Passenger and Freight Rail Forecast," a study that forecasted both passenger and freight train volumes into the future to identify capacity infrastructure needs. This study's results serve as an objective resource for projected increased passenger and freight rail operations for the region's current and future rail operators, the county transportation commissions and other rail stakeholders. This study helps to inform rail planning efforts by rail stakeholders and will inform the 2024 Connect SoCal development. SCAG staff is providing a summary of the study at June meeting.*

**BACKGROUND:**  
In late 2019, SCAG initiated its first integrated passenger and freight rail forecast for the six-county region. Since completing *On the Move, the Comprehensive Regional Goods Movement Plan and Implementation Strategy* in 2013, SCAG had recognized the need to forecast passenger rail, freight rail and goods movement on a regional level. Multi-billion dollar investments such as Metrolink's Southern California Optimized Rail Expansion (SCORE), Brightline West and the California High Speed Rail project, along with continued growth in freight rail and goods movement through the San Pedro Ports Complex, called for taking a fresh look at future passenger and freight rail operations, capacity needs, and costs to identify areas that optimally benefit public and private rail stakeholders in the SCAG region, and could provide a basis for securing future funding opportunities. Study objectives included:

- Forecasting future passenger and freight rail volumes and demand out to 2050 including interim years
- Assessing goods movement and intermodal facility capacities
- Identifying necessary track capacity improvements with Rail Traffic Controller modeling software
- Developing infrastructure cost estimates
- Developing grant funding strategies
- Identifying strategic corridors to increase grant funding awards

A technical advisory committee (TAC) was formed and included representatives from the county transportation commissions (CTCs), Southern California Regional Rail Authority (Metrolink), the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Agency, California High-Speed Rail Authority, Burlington Northern Santa Fe (BNSF), Union Pacific (UP), the Ports of Long Beach, Los Angeles, and Hueneme, Caltrans and the California State Transportation Agency.

Rail simulations were conducted using the *Rail Traffic Controller* (RTC) modeling software. RTC is a state-of-the-art software tool for dispatching and scheduling trains based on a Windows™ standard interface. RTC is designed for use in both real-time and offline-planning modes. The software's accuracy and value in forecasting results from its ability to:

- Simulate trains running over a rail network
- Dispatch trains
- Optimize dispatching and routing of trains to minimize either delay or cost
- Generate train schedules
- Generate train delay reports
- Display results in high resolution graphics

The study conducted five rail simulations that included:

1. 2019 base year
2. 2028 forecast based on freight growth and higher levels of Metrolink service with SCORE investments
3. 2035 forecast based on freight growth and 30-minute bi-directional all-day Metrolink service with a full build-out of SCORE
4. 2035 forecast adding the California High-Speed Rail project
5. 2050 forecast based on freight growth and 15-minute bi-directional all-day service on two Metrolink lines.

## Simulation Results

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The simulation effort found that major capital investments providing greater line capacity, above and beyond those already planned to be implemented, are required in 2028 and 2035 in order to accommodate both the maximum desired levels of passenger rail service and forecasted freight volumes, while maintaining train performance levels as measured by minutes of delay comparable with the Base Case. The needed investments include both the SCORE improvements and additional improvements referred to as “Beyond SCORE.”

Even with higher passenger and freight volumes, the 2050 Case required no additional investments beyond those required for the 2035 case. As a result, the SCORE and Beyond SCORE investments needed by 2035 were identified as the Study’s Strategic Corridor Vision, which will inform the 2024 Connect SoCal development process.

### **Other Study Findings**

In addition to the rail simulation results, the study team also estimated project costs escalated to year of expenditure, conducted a cost/benefit analysis and identified potential funding sources.

Cost Estimates and Funding. Costs for the SCORE projects sum to at a minimum \$8 billion in year of expenditure (YOE) dollars, and the Beyond SCORE projects sum to approximately \$6 billion in YOE dollars. Thus, the total required capital investment needed for the study’s Strategic Corridor Vision amounts to \$14 billion in YOE dollars. The total excludes any separate facilities needed for the California HSR or Brightline West HSR projects. Funding sources for these Strategic Corridor Vision improvements and operations exist at the federal, state, and local levels. Furthermore, the private sector could provide funding through public-private partnership (P3) options for O&M costs as well as capital expenses.

The capacity enhancing investments required for uncongested freight and passenger operations on main lines in the SCAG region in 2028 and 2035 were selected for the Strategic Corridor Vision. While these projects total \$14 billion in YOE dollars, the projects result in a benefit-cost ratio (the monetized benefits of improvements divided by their cost) in line with other regional passenger projects. Additionally, the projects produce large scale economic benefits to the SCAG region in long-term ridership and productivity growth, with value added or Gross Regional Product estimated to increase by \$831 billion through 2035 and regional output estimated to increase by nearly \$1.4 trillion through 2050.

### **NEXT STEPS:**

As the region’s first integrated freight and passenger rail forecast, the study provided useful and informative findings for current and future rail operators, the CTCs and other rail stakeholders. SCAG staff will continue working with rail operators and the CTCs to help identify and prioritize rail infrastructure projects for maximum potential grant funding opportunities.

Additionally, staff will return to the TC regarding the study findings as part of the 2024 Connect SoCal update process. In particular, the level of investment needed to support SCORE and Beyond SCORE projects identified in this study would require additional funding resources. Staff will also continue to coordinate with Metrolink as it proceeds with its service development planning efforts, and with Metrolink and the CTCs on the 2024 Connect SoCal project list input.

**FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 290.4829.02.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Integrated Rail TC June 2, 2022 2spp

# Integrated Passenger and Freight Rail Forecast

## SCAG Transportation Committee

Scott Streleci, SCAG

Steve Fox, SCAG

June 2, 2022



## Study Purpose

- Fresh look at future passenger and freight rail operations, capacity needs and costs
- Serve as an objective resource for future projected increased passenger and freight rail operations for the region's current and future rail operators, the county transportation commissions and other rail stakeholders.
  - Inclusive of planned and proposed projects, e.g. SCORE, CV Rail, CA High Speed Rail, Brightline
- Identify strategic projects/infrastructure that mutually benefit public and private rail stakeholders in order to win funding opportunities

## Study Objectives



- Forecast future passenger and freight rail volumes and demand out to 2045/2050 including interim years
- Assess goods movement and intermodal facility capacities
- Identify necessary track capacity improvements with RTC software
- Develop cost estimates and identify funding options
- Identify strategic corridors to increase grant funding awards

## Project Tasks



- Stakeholder Agency Engagement – Technical Advisory Committee
- Existing and Future Conditions Analysis
- Rail Simulations (including freight counts)
- Cost Estimates, Strategic Corridors and Funding Strategies
- Final Report



# Technical Advisory Committee



## Includes representatives from:

- County transportation commissions (CTCs)
- Metrolink
- Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency
- California High-Speed Rail Authority
- Union Pacific Railroad
- Burlington Northern Santa Fe Railway
- Ports (Los Angeles, Long Beach, Hueneme)
- Caltrans
- California State Transportation Agency



# Regional Rail Map of SCAG Region

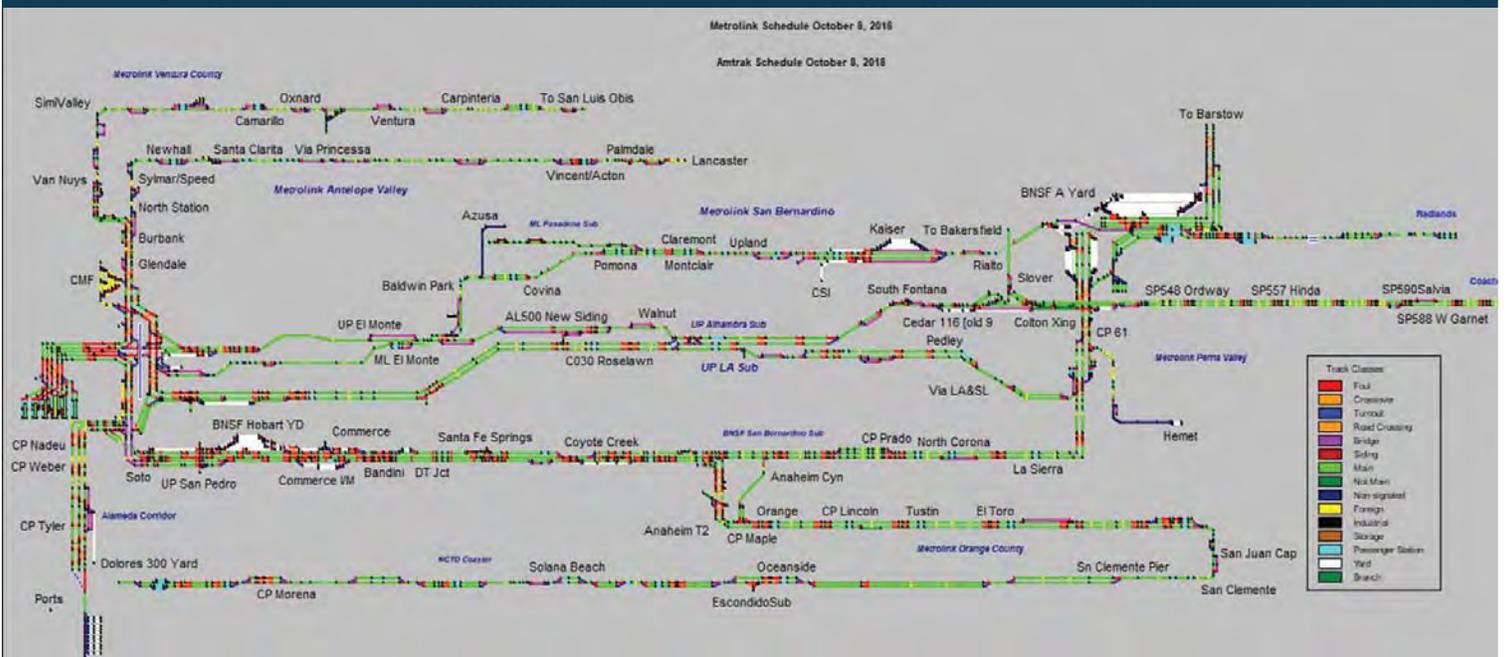


# Rail Traffic Controller



- Rail Traffic Controller™ (RTC) is a state-of-the-art software tool for dispatching and scheduling trains
- Designed for use in both real-time and offline-planning modes
- Simulates trains running over a rail network
- Dispatches trains
- Optimizes dispatching and routing of trains to minimize either delay or cost
- Generates train schedules and train delay reports

# RTC Modeling Network





## Rail Simulations - Scenarios



1. 2019 – Base Year
2. 2028 – freight growth, higher levels of Metrolink service with SCORE investments
3. 2035 – freight growth, 30-minute bi-directional all-day Metrolink service 7 lines, full build-out of SCORE
4. 2035 – #3 plus California High-Speed Rail (CHSRA EIS/EIRs)
5. 2050 – freight growth and 15-minute bi-directional all-day service on 2 Metrolink lines

*Freight growth based on port forecast. Scenarios developed with TAC input.*

## Rail Simulation Results



- Train performance levels measured by minutes of delay comparable to the 2019 Base Case
  - Capital investments identified to maintain Base Case performance
- Major capital investments are needed for 2035 beyond those already planned, to accommodate planned levels of passenger rail service and forecasted freight volumes
  - Investments include SCORE improvements and additional improvements referred to as “Beyond SCORE”
- 2050 Case requires no additional investments beyond those required for 2035
- SCORE and Beyond SCORE investments needed by 2035 are identified as the Study’s Strategic Corridor Vision – input to Connect SoCal

## Cost Estimates



- SCORE projects sum to at a minimum \$8 billion in year of expenditure (YOE) dollars
- Beyond SCORE projects sum to approximately \$6.0 billion in YOE dollars



Source: Metrolink, Jordan M.

## Next Steps



- Continue working with stakeholder agencies to identify and prioritize rail infrastructure projects for maximum potential grant funding success.
- Continue coordination with Metrolink and County Transportation Commissions on 2024 Connect SoCal project input.
- Bring updates to and seek direction from TC as part of 2024 Connect SoCal update process.

# Questions?



AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Planner  
(213) 236-1973, agyemang@scag.ca.gov

Subject: Mobility as a Service Feasibility White Paper Final Report

**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 Mobility as a Service (MaaS) Feasibility White Paper is assessing the feasibility of implementing MaaS within the SCAG region, including the identification of challenges and opportunities, key policy issues and potential solutions, leading to the development of an implementation guide, to advance Connect SoCal's goals of improving mobility, sustainability, and air quality. Staff previously shared key findings from the study research and the draft key strategies and implementation guide. This report further provides an update on recent progress including preliminary updated MaaS strategies, implementation guide and the final report.*

**BACKGROUND:**

The 2020 Connect SoCal identified Key Connections that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals. One of these Key Connections is Shared Mobility and MaaS, emphasizing that the future of travel will be shaped by technology and the ability of residents to easily choose from and use a variety of travel options.

For the purposes of the white paper, and to provide clarity and build a strong framework, the project team and the Advisory Group agreed to define MaaS as, "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."

MaaS allows travelers to research and compare different transportation options from one screen and plan, book and pay for their trip and encourage use of multi-modes including access to buses, bikes, trains, taxis, ride-hailing, ridesharing and new micro-mobility options such as e-scooters. MaaS can equitably offer customized mobility options for all persons, if effectively implemented, and can help to address some of the equity challenges related to mobility, access to opportunities, trip payment and trip planning for low-income residents.

**PRELIMINARY FINDINGS:**

Staff previously shared findings of the literature review and case studies, existing conditions analysis, key highlights from the Advisory group interviews and meetings, key challenges and opportunities for MaaS in the SCAG region and goals and objectives identified to address the key challenges and harness the opportunities. Staff subsequently shared the draft key strategies and implementation guide with TC in April.

The previous update to TC also included the key framework elements – infrastructure, data and technology, management and operations, governance, institution, finance, and equity and public engagement – established to guide the study. These framework elements informed the preliminary research and findings of the whitepaper and are the organizing framework for the key strategies and implementation guide included in the final report.

Based on the overall study tasks and findings, the project team developed the proposed final key strategies and guide to advance the implementation of MaaS in the SCAG region. The final strategies were refined based on feedback from the Advisory group. While the strategies are kept at a high level to function as regional guidance from SCAG, each strategy should be tailored to an individual pilot or implementation based on the scale, geography, and local context.

Table 1 summarizes the proposed strategies and potential responsible parties:

Table 1: Proposed Key Strategies and Responsible Parties

Strategies	Responsible Parties
<b>Infrastructure</b>	
1. Develop mobility hubs throughout the SCAG region	Lead: CTCs Support: SCAG
2. Develop associated payment and digital infrastructure	Lead: Transit Agencies Support: Private Companies, all levels of government, and Cities
<b>Data and Technology</b>	

Strategies	Responsible Parties
1. Encourage and provide incentives for cities and local transit agencies within the SCAG region to leverage Cal-ITP’s support and start open-loop payment demonstrations. Test shared product systems and post-payment solutions.	Lead: Transit agencies, interested cities or other local jurisdictions. Support: Caltrans, SCAG
2. Take advantage of the State’s Leveraged Procurement Agreements for both equipment and bank processing services as a group.	Lead: Transit agencies, interested cities or other local jurisdictions. Support: Caltrans
3. Make the implementation guide developed from this study available and/or create individual toolkits of this study for public transit providers.	Lead: Transit agencies, interested cities or other local jurisdictions. Support: SCAG, CTCs
<b>Management and Operation</b>	
1. Leverage a comprehensive technology vendor product catalog to be developed by State or SCAG to determine and tailor the management structure and meet the local pilot needs.	Lead: The State government and SCAG Support: Cities and transit agencies
<b>Governance</b>	
1. Create policy incentives for other transportation providers to have an open API ready for data sharing and system integration.	All levels of governments
2. Promote infrastructure standards such as mobility hubs and curb space for future integration across the region.	Lead: CTCs Support: SCAG
3. Promote data standardization and secured data sharing. Build on existing standards and principles such as GTFS, GBFS, MDS, and the Mobility Data Interoperability Principles.	Lead: SCAG. Support: Transit agencies, interested cities or other local jurisdictions, CTCs.
<b>Finance</b>	
1. Any form of funding should be explored, including agreements with private investors or local retail sponsoring campaigns in exchange for in-app promotions.	Lead: Transit agencies, interested cities or other local jurisdictions. Support: Federal Government, Caltrans, SCAG, CTCs, private companies.

Strategies	Responsible Parties
<b>Institutional Practice</b>	
1. Leverage the Advisory Group from this study to explore options to establish a dedicated forum to understand shared roles and responsibilities, leadership, and management for a future MaaS system.	Lead: SCAG Support: CTCs, State Government, local jurisdictions
2. Launch county-led regulations and policies to encourage fare policy integration at the regional level	Lead: CTCs Support: SCAG, Dedicated MaaS Forum.
<b>Equity and Public Engagement</b>	
1. Dedicated sessions discussing MaaS in regional public forums. Continuing direct public engagement to ensure MaaS investments support community needs and regional equity goals.	Lead: SCAG Support: Cities, CTCs, transit agencies, and community organizations
2. Create account-based subscription model with individual account that can be shared with friends and family. Discounts and subsidies can be applied for disadvantaged community families.	Lead: Transit agencies, interested cities or other local jurisdictions. Support: SCAG, CTCs

**Implementation Guide**

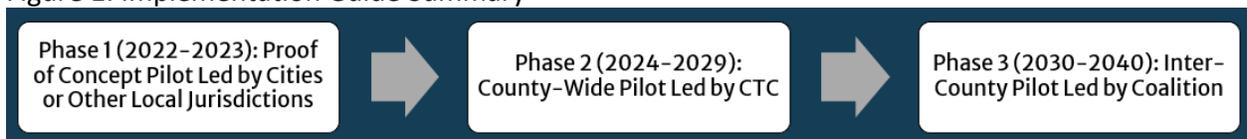
The implementation guide consists of a proposed timeline/schedule for MaaS deployment in the SCAG region, a suggested checklist for agencies who are considering or starting a MaaS pilot, and a set of performance measures to monitor the implementation. Similar to the key strategies, the implementation guide has been updated since the last report to TC in April based on feedback from the Advisory group.

Proposed Timeline and Schedule

1. ***Continue building needed infrastructure for transit (ongoing)***
2. ***Short-term (Next two years)***
  - Develop mobility hubs throughout the SCAG region.
  - Develop MaaS associated payment and digital infrastructure.
  - Explore options of forming a forum to facilitate MaaS implementation, and execute policies.
  - Select cities to launch MaaS pilots in collaboration with Cal-ITP and test open-loop payment, subscription-based models, and multimodal bundle services.

- Explore a variety of funding sources.
  - Take advantage of the State’s Leveraged Procurement Agreements (LPAs)
  - Make the Implementation Guide document available to public transit service providers.
3. **Medium-term (Next five years)**
- Finalize data sharing standards and MaaS infrastructure standards.
  - Build scalable MaaS pilot models for other cities in the SCAG region.
  - Start launching county-wide pilots.
  - Identify dedicated funding resources.
  - Draft regional integrated fare policies and determine transfer policies and opportunities for revenue sharing.
4. **Long-term (Next ten years)**
- Accomplish significant mode shift from SOVs to multi-modal trips.
  - Start launching inter-County MaaS pilots.

Figure 1: Implementation Guide Summary



Checklist for Agencies

- Mobility hubs that can accommodate multi-modal trip planning and making
- Data reporting and sharing standards
- Product catalog of technology vendors
- P3 toolbox to facilitate partnerships
- Capability or support to launch open-loop payment systems
- Staffing plan to enable technology-oriented in-house monitoring and review of outsourced work conducted by technology vendors or consultants

Checklist for Private Companies

- An open API offered by mobility service providers
- Standardized and accurate trip information from mobility service providers
- Safety measures by mobility service providers
- The capability of offering open-loop payment system and equitable payment options by payment service provider
- Develop data sharing agreements with agencies and compliance on local regulations by MaaS platform provider

- Training and continuous maintenance provided by MaaS platform provider

#### Performance Measures for Measuring Progress

- Mode shift (Percentage of SOV shift to other modes)
- VMT (Total annual VMT change)
- Reduced GHG emissions (Annual total GHG reduction)
- Accessibility (Coverage ratio of transit service)
- Percentage of trips utilizing a mobility hub
- Percentage of service hours generated by private mobility providers
- Percentage of open-loop payment users vs. cash users
- Percentage of unbanked/underbanked registered users

#### **NEXT STEPS:**

Staff will incorporate comments received into the final report. The white paper findings and recommendations will inform and be incorporated into the 2024 Connect SoCal development, including the Key Connection for Shared Mobility and MaaS. Staff anticipates bringing forward additional policy discussions to the Transportation Committee during the Connect SoCal development that pertain to specific recommendations contained within the white paper, such as data sharing, a regional MaaS forum, and fare policy integration. Additionally, staff will consider potential MaaS pilot opportunities.

#### **FISCAL IMPACT:**

Funding for staff work on this issue is included in FY21/22 OWP 140.0121.10.

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

1. PowerPoint Presentation - MaaS Feasibility White Paper Final Report to TC\_June 2 2022

# Mobility As A Service (MaaS) Feasibility Whitepaper Update

Transportation Committee

Priscilla Freduah-Agyemang, Senior Regional Planner

Thursday, June 2, 2022

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



## Study Background – Connect SoCal



# Mobility as a Service (MaaS) Feasibility White Paper

## Background

Connect SoCal: Transit Core Vision + Shared Mobility/MaaS Key Connection

Connect SoCal identified **Key Connections** that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage **new technologies** and **create better partnerships** to increase progress on the regional goals.



Shared Mobility & Mobility as a Service (MaaS)

# MaaS Feasibility White Paper

## Study Purpose

To assess the **feasibility** of implementing MaaS within the SCAG region, including identification of **challenges** and **opportunities**, **key institutional** and **infrastructure needs**, and to develop an **implementation guide**.

**Advisory Group** – Caltrans, Center for Community Action and Environmental Justice, City of Los Angeles, Imperial County Transportation Commission, Investing in Place, LA Chamber of Commerce, LA Clean Tech Incubator, Metro, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Shared-Use Mobility Center, Metrolink, UCLA, Urban Movement Labs, Ventura County Transportation Commission

**Consultant** – AECOM, Arellano & Associates

# MaaS Feasibility White Paper



## MaaS Definition

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.



## Study Timeline



JUNE 2021

JUNE 2022

### ADVISORY GROUP

- Advisory Group interviews
- Advisory Group Meetings

### STUDY RESEARCH

- Literature Review & Case Studies
- Existing Conditions Analysis
- Challenges & Opportunities

### IMPLEMENTATION GUIDE

- Goals & Objectives
- Key Strategies
- Implementation Guide

### FINAL REPORT

# Key Strategies

## Infrastructure:

- Develop mobility hubs throughout the SCAG region.
- Develop associated payment and digital infrastructure.

## Data and Technology:

- Encourage and provide incentives for cities and local transit agencies within the SCAG region to leverage Cal-ITP's support and start open-loop payment demonstrations. Test shared product systems and post-payment solutions.
- Take advantage of the State's Leveraged Procurement Agreements for both equipment and bank processing services as a group
- Make the implementation guide developed from this study available and/or create individual toolkits of this study for public transit providers.



Sources: camobilitymarketplace.org, Riverside Transit Agency

# Key Strategies

## Management and Operation :

- Leverage a comprehensive technology vendor product catalog to determine and tailor the management structure and meet the local pilot needs.

## Governance:

- Create policy incentives for other transportation providers to have an open API ready for data sharing and system integration.
- Promote infrastructure standards such as mobility hubs and curb space for future integration across the region
- Promote data standardization and secured data sharing. Build on existing standards and principles such as GTFS, GBFS, MDS, and the Mobility Data Interoperability Principles



## Key Strategies – Cont'd

### Finance:

- Any form of funding should be explored, including agreements with private investors or local retail sponsoring campaigns in exchange for in-app promotions.

### Institutional Practice:

- Leverage the Advisory Group from this study to explore options to establish a **dedicated forum** to understand shared roles and responsibilities, leadership, and management for a future MaaS system
- Launch county-led regulations and policies to encourage **fare policy integration** at the regional level



Source: erticonetwork.com

## Key Strategies – Cont'd

### Equity and Public Engagement :

- Dedicated sessions discussing MaaS in regional public forums. Continuing direct public engagement to ensure MaaS investments support **community needs and regional equity goals**.
- Create account-based subscription model with individual account that can be shared with friends and family. **Discounts and subsidies** can be applied for disadvantaged community families.



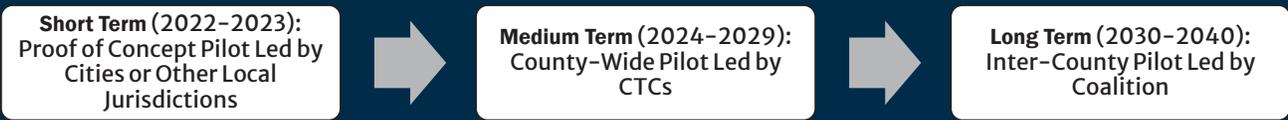
# Implementation Guide

- **Timeline/Schedule**
  - Continue building needed infrastructure for transit (ongoing)
  - **Short-term** (Next two years)
    - Develop mobility hubs
    - Develop MaaS associated payment and digital infrastructure
    - Explore options of forming a forum to facilitate MaaS implementation and execute policies
    - Cities launch MaaS pilots in collaboration with Cal-ITP
    - Explore a variety of funding sources
    - Take advantage of the State's Leveraged Procurement Agreements (LPAs)
    - Share Implementation Guide with transit operators



# Implementation Guide – Cont'd

- **Medium-term** (Next five years)
  - Finalize data sharing standards and MaaS infrastructure standards
  - Build scalable MaaS pilot models for other cities in the SCAG region
  - Start launching county-wide pilots
  - Identify dedicated funding resources
  - Draft regional integrated fare policies and determine transfer policies and opportunities for revenue sharing
- **Long-term** (Next ten years)
  - Accomplish significant mode shift from SOVs to multi-modal trips
  - Start launching inter-County MaaS pilots.



## Implementation Guide – Cont'd

- **Checklist for Agencies (those starting implementation)**
  - Mobility hubs that can accommodate multi-modal trip planning and making
  - Data reporting and sharing standards
  - Product catalog of technology vendors
  - P3 toolbox to facilitate partnerships
  - Capability or support to launch open-loop payment systems
  - Staffing plan to enable technology-oriented in-house monitoring and review of outsourced work conducted by technology vendors or consultants
- **Checklist for Private Companies**
  - An open API offered by mobility service providers
  - Standardized and accurate trip information from mobility service providers
  - Safety measures by mobility service providers
  - The capability of offering open-loop payment system and equitable payment options by payment service provider
  - Develop data sharing agreements with agencies and compliance on local regulations by MaaS platform provider
  - Training and continuous maintenance provided by MaaS platform provider

## Implementation Guide – Cont'd

- **Key Performance Indicators for agencies (those which have started implementation)**
  - Mode shift (Percentage of SOV shift to other modes)
  - VMT (Total annual VMT change)
  - Reduced GHG emissions (Annual total GHG reduction)
  - Accessibility (Coverage ratio of transit service)
  - Percentage of trips utilizing a mobility hub
  - Percentage of service hours generated by private mobility providers
  - Percentage of open-loop payment user vs. cash users
  - Percentage of unbanked/underbanked registered users



## Next Steps

- Finalize study report
- Continue policy discussions at Transportation Committee as part of Connect SoCal development
  - Data sharing
  - Regional MaaS forum
  - Fare policy integration
- Update MaaS strategies and Key Connection in 2024 Connect SoCal
- Pursue pilot opportunities

Thank you!

Questions & Comments?

Contact Info:

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





Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Cory Wilkerson, Program Manager II  
(213) 236-1992, wilkerson@scag.ca.gov  
**Subject:** 2020 Sustainable Communities Program (SCP) Call for Projects 1-4  
Combined Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC AND TC:**  
Information Only – No Action Required

**RECOMMENDED ACTION FOR EAC, CEHD AND RC:**  
Receive and File

**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:**

*The 2020 Connect SoCal Sustainable Communities Program (SCP) Call for Projects has been ongoing since summer 2020 and has involved multiple funding opportunities for SCAG jurisdictions. The four Calls include:*

- *Call 1: Active Transportation & Safety*
- *Call 2: Housing & Sustainable Development*
- *Call 3: Smart Cities & Mobility Innovations*
- *Call 4: Civic Engagement, Equity & Environmental Justice*

*Each of the four Calls for Projects ("Calls" 1-4) serve a crucial role in helping the SCAG region implement innovative strategies from the region's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. This staff report provides an update on the 2020 Connect SoCal SCP Calls 1-3 and shares details about the upcoming fourth Call for Applications related to civic engagement, equity, and environmental justice.*

*Projects from the first three Calls have completed or are approaching critical milestones. The first three Calls have completed application review, award recommendations, board approval process, and have begun procurement. Many projects have issued Notice to Proceed (NTP) orders to the selected consultants, and several have initiated project work. Calls 1-3 represent an investment of over \$12 million in the SCAG region and include a total of 45 local projects.*

*Given the timing and availability of additional funding sources, the fourth Call for Projects (Call 4), Civic Engagement, Equity & Environmental Justice, will occur in fiscal year 2022-2023, serving as a strategic continuation of the 2020 Connect SoCal SCP. Call 4 aligns with the Regional Early Action Planning Grants<sup>1</sup> (“REAP 2.0”) goals and objectives.*

**BACKGROUND:**

*Calls 1-3: Project Summary*

Projects across all three Connect SoCal SCP Calls have made significant progress since Regional Council (RC) approval for each respective Call. When combined, the first three Calls for Projects represent over \$12 million in investments for local projects throughout the SCAG region. The three programs include 45 projects, reflecting SCAG’s commitment to directly support SCS/RTP strategies and implementation efforts at the local level.

**Call 1: Active Transportation & Safety (AT&S)**

Funding: \$5 million

Call 1 supports planning and quick build projects that result in increased rates of walking and biking, promote traffic safety, expand opportunities for multimodal transportation options, and better position local jurisdictions to be competitive for implementation funds. Eligible projects include Active Transportation Plans, Safety Plans, Network Visioning and Implementation, and Quick Build projects.

Project No.	Jurisdiction	Project	Project Type
1	Los Angeles County Department of Public Health	Lennox Community Pedestrian Plan	Pedestrian Plan
2	Orange County Transportation Authority	Bus Stop Safety and Accessibility Study	First/Last Mile
3	Los Angeles Dept. of Transportation	Wilshire Center/Koreatown Networking Visioning Project	Visioning & Implementation

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<sup>1</sup> California Department of Housing and Urban Development (HUD) Regional Early Action Planning (REAP) Grants: <https://www.hcd.ca.gov/regional-early-action-planning>

4	City of Santa Monica	East Pico Quick Build Safety Project	Quick Build
5	Riverside County Public Health	Safe Routes for All - Coachella	Safe Routes Program
6	City of Banning	Banning Comprehensive Active Transportation Plan	Active Transportation Plan
7	City of Lynwood	Lynwood Safe Routes to School Plan	Safe Routes Plan
8	City of Pomona	Citywide Complete Streets Networking Visioning Project	Visioning & Implementation
9	Montebello Bus Lines	First Mile/Last Mile Master Plan	First/Last Mile
10	City of Duarte	Safe Routes to School Plan	Safe Routes Plan
11	City of Santa Ana	Safe Mobility Santa Ana Plan Update	Vision Zero

**Call 2: Housing & Sustainable Development (HSD)**

Funding: \$5 million

Call 2 supports planning projects which aspire to integrate and align Southern California’s housing production, preservation and protection opportunities with Connect SoCal.

Project No.	Jurisdiction	Project	Project Type
1	City of Buena Park	Advancing ADU Implementation	ADU
2	City of Compton	ADU Housing Opportunity	ADU
3	City of Garden Grove	Advancing Accessory Dwelling Unit Implementation Programs	ADU
4	City of Laguna Beach	ADU Ordinance and Toolkits	ADU
5	City of Paramount	Paramount Small Model Homes	ADU
6	City of Pasadena	City of Pasadena ADU Incentive Program	ADU
7	City of Santa Fe Springs	ADU Implementation Program: Prototypes and Procedural Manual	ADU
8	City of Santa Monica	ADU Accelerator Program	ADU
9	City of Los Angeles – Heart of Hollywood	Heart of Hollywood Infrastructure Financing District	Workforce & TIF
10	City of Los Angeles – One San Pedro	One San Pedro	Workforce & TIF
11	County of Los Angeles	LAC/USC Healthy Village Vision	Workforce & TIF

	– USC Healthy Village		
12	City of Covina	Covina Downtown EIFD	Workforce & TIF
13	City of Palmdale	Central Palmdale Workforce Housing Project WHAR12	Workforce & TIF
14	City of Yucaipa	Yucaipa Enhanced Infrastructure Financing District (EIFD)	Workforce & TIF
15	City of Burbank	Media District Specific Plan Update	Development Standards
16	City of Coachella	Objective Design and Development Standards	Development Standards
17	City of Grand Terrace	Permitting Software for Expediting Housing Opportunities	Development Standards
18	City of Montebello	Streamlining Permitting Procedures	Development Standards
19	City of Newport Beach	Newport Beach Objective Development Standards	Development Standards
20	City of Rialto	Foothill-Riverside Specific Plan Updates	Development Standards
21	City of San Dimas	San Dimas Downtown Specific Plan	Development Standards
22	City of Santa Fe Springs	Objective Design Standards and Design Manual	Development Standards
23	City of Santa Monica	Objective Development Standards	Development Standards
24	City of South El Monte	South El Monte Zoning Code Comprehensive Update for Housing Streamlining	Development Standards
25	City of South Pasadena	Housing Application & Materials Streamlining and Training	Development Standards
26	City of Westminster	Westminster Objective Development Standards	Development Standards

**Call 3: Smart Cities & Mobility Innovations (SCMI)**

Funding: \$2.5 million

Call 3 supports the implementation of three Connect SoCal Key Connections: Smart Cities & Job Centers, Go Zones, and Shared Mobility/Mobility as a Service. These Key Connections focus on advancing expanded mobility ecosystems and management strategies using innovative policy and/or technology to realize regional planning goals.

Project	Jurisdiction	Project	Project Type
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No.			
1	City of Rialto	Smart Cities Plan for Warehousing and Logistics	Technology
2	Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management	Curb Space
3	City of Long Beach	Long Beach Curb Space Management Study	Curb Space
4	City of Stanton	Stanton Citywide Curb Management Plan	Curb Space
5	San Gabriel Valley Council of Govts	GoSGV Engagement & Evaluation	Technology
6	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan	Parking
7	City of Garden Grove	Garden Grove Curb Data Study	Parking
8	City of Laguna Woods	Laguna Woods Mobility Technology Plan	Technology

*Calls 1-3: Status and Progress*

The three first Calls for Projects are moving through various stages of procurement. Calls 2 and 3 (HSD and SCMI, respectively) have nearly completed consultant selection and approval for projects, while the timeline for Call 1 (AT&S) is longer due to required Caltrans coordination, consultation, and approval needs, in response to Active Transportation Program (ATP) funding sources. Call 1 projects however continue to progress through procurement. Projects within Calls 2 and 3 are entering the project kickoff stage and starting project implementation, marking an exciting time for these programs. Given the various funding sources for each program, Calls 2 and 3 will be complete by June 2023 and January 2024, respectively, and Call 1 is projected to be completed by December 2025. Project findings will be incorporated into the 2024 Connect SoCal Plan, as available and as needed.

*Call 4: Civic Engagement, Equity, and Environmental Justice: Status and Progress*

SCAG is preparing the fourth and final Call for Projects in this SCP cycle, with application development and evaluation currently anticipated in September 2022 – Winter 2023. Call 4 prioritizes engagement, equity, and environmental justice, prioritizing Communities of Concern and SB535 Disadvantaged Communities, and other priority areas as outlined by REAP 2.0. The Call will support a range of eligible land uses and transportation activities and help to address the racial equity gap. Call 4 will be funded by REAP 2.0 grant dollars and any awarded project must directly

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address coronavirus economic recovery and demonstrate the connection between transportation and housing.

**FISCAL IMPACT:**

Staff's work budget for the SCP is included in the Overall Work Program (OWP) for fiscal years 2021-2023 under the following project numbers: 275-4881.01 - Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula); 275-4882.01 - Sustainable Communities Program (SCP) Project Delivery (FY21 SB1 Formula); 275-4882.02 - Sustainable Communities Program (SCP) Project Delivery (FY23 SB1 Formula); 275-4892.01 - Sustainable Communities Program 2020 Call 1 (FY22 SB1 Formula); and 275-4892.02 - Sustainable Communities Program 2020 Call 1 (ATP Cycle 5). Additional funding for staff time and selected SCP projects is also anticipated to be available in future fiscal years, pending approval of the 2023-2024 and 2024-2025 OWPs.

**ATTACHMENT(S):**

1. PowerPoint Presentation - SCP 2020-2021 Calls 1-4 Update

# 2020 Connect SoCal Sustainable Communities Program (SCP) Calls for Applications Update

**Call 1:** Active Transportation & Safety, **Cory Wilkerson**  
**Call 2:** Housing & Sustainable Development, **Nashia Lalani**  
**Call 3:** Smart Cities & Mobility Innovations, **Marisa Laderach**  
**Call 4:** Civic Engagement, Equity, Environmental Justice, **Hannah Brunelle**

June 2, 2022



## Connect SoCal - Sustainable Communities Program (SCP)



- The SCP supports implementation of the Connect SoCal Plan (2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS))
- The program 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
- **The purpose of this update is to share the status of each Call for Projects**, provide an overview of the awarded projects and program details, and inform everyone of next steps and general timelines
- **The 2020 Connect SoCal SCP contains four Calls for Projects:**
  - **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)**

## Call 1: Active Transportation & Safety Project Types



**Safe Routes to  
School Plans**  
2 applications  
received



**City-Wide Active  
Transportation Plans**  
14 applications  
received



**First-Last  
Mile Plans**  
2 applications  
received



**Local Road Safety or  
Safe Systems Plans**  
2 applications  
received



**Network Visioning  
& Implementation**  
4 applications  
received



**Pedestrian  
Master Plans**  
2 applications  
received



**Quick Build  
Projects**  
13 applications  
received

## Connect SoCal SCP Call 1: Active Transportation & Safety

- **Applications Received: 39**
- **Total Funding Requested: \$20.7M**
- Award recommendations:
  1. **Los Angeles County Department of Public Health:** Lennox Community Pedestrian Plan
  2. **LADOT:** Wilshire Center/Koreatown Networking Visioning Project
  3. **City of Santa Monica:** East Pico Quick Build Safety Project
  4. **Riverside County Public Health:** Safe Routes for All - Coachella
  5. **Orange County Transportation Authority:** Bus Stop Safety and Accessibility Study
  6. **City of Banning:** Active Transportation Plan
  7. **City of Lynwood:** Safe Routes to School Plan
  8. **City of Pomona:** Complete Streets Networking Visioning Project
  9. **Montebello Bus Lines:** First Mile/Last Mile Master Plan
  10. **City of Duarte:** Safe Routes to School Plan
  11. **City of Santa Ana:** Safe Mobility Santa Ana Plan Update

# Connect SoCal SCP Call 1: Active Transportation & Safety



## Project Delivery Plan

- 11 projects "bundled" into 9 contracts
- Schedule & Milestones
  - Call for Projects **September 2020 – December 2020**
  - Projects Approved **June 2021**
  - Project Allocations **March 2022 – May 2023**
  - Scopes Developed **October 2021 – June 2022**
  - Procurement **March 2022 – September 2022**
  - Project Initiation -> Close-out **June 2022 – December 2025**
  - Funding Deadline **ATP / March 2025 – May 2026**
- The SCP Call 1 program represents a **\$5M investment** in critical active transportation and safety projects over **four fiscal years**.

## Call 2: Housing & Sustainable Development Project Types



Advancing ADU  
Implementation  
8 applications  
received



Housing Sustainability  
Districts, Workforce  
Housing Opportunity  
Zones, and TIF Districts  
6 applications received



Objective  
Development  
Standards  
12 applications  
received

## Connect SoCal SCP: Call 2 Housing and Sustainable Development (HSD)



- **Applications Received: 26 applications received from 23 jurisdictions**
- **Total Funding Requested: \$5M**
- Award recommendations:

Project Type 1: Advancing ADU Implementation	Project Type 2: Housing Sustainability Districts, Workforce Opportunity Zones, and TIF Districts	Project Type 3: Objective Development Standards
Buena Park	City of Los Angeles – Heart of Hollywood	Burbank
Compton	City of Los Angeles – One San Pedro	Coachella
Garden Grove	County of Los Angeles – USC Healthy Village	Grand Terrace
Laguna Beach	Covina	Montebello
Paramount	Palmdale	Newport Beach
Pasadena	Yucaipa	Rialto
Santa Fe Springs		San Dimas
Santa Monica		Santa Fe Springs
		Santa Monica
		South El Monte
		South Pasadena
		Westminster

## Connect SoCal SCP: Call 2 Housing and Sustainable Development (HSD)



### Project Delivery Plan

- 26 projects "bundled" into **12** contracts
- Schedule & Milestones
  - Call for Projects **December 2020 – January 2021**
  - Projects Approved **April 2021**
  - Scopes Developed **May 2021 – December 2021**
  - Procurement **July 2021 – May 2022**
  - Project Initiation -> Close-out **October 2021 – June 2023**
  - Funding Deadline **REAP 1.0 / June 2023**
- The SCP Call 2 program represents a **\$5M investment** in innovative housing strategies over **three fiscal years**.



**Curb Space Data  
Collection & Inventory**  
4 applications received



**Parking Management Plan**  
9 applications received

**Call 3:  
Smart Cities  
& Mobility  
Project  
Types**



**Technology Assessment  
or Adoption Plan**  
7 applications received



**Permitting Process Evaluation**  
1 application received



**Connect SoCal SCP Call 3: Smart Cities & Mobility  
Innovations**



- Applications Received: 21
- Total Funding Requested: \$4.75M
- Award recommendations:
  1. **City of Rialto:** Smart Cities Plan for Warehousing and Logistics
  2. **LADOT:** Curb Zone Data Inventory for Digital Curb Management
  3. **City of Long Beach:** Curb Space Management Study
  4. **City of Stanton:** Citywide Curb Management Plan
  5. **San Gabriel Valley COG:** GoSGV Engagement & Evaluation
  6. **Desert Hot Springs:** Downtown and Light Industrial Parking Plan
  7. **City of Garden Grove:** Curb Data Study (parking related)
  8. **City of Laguna Woods:** Mobility Technology Plan



# Connect SoCal SCP: Smart Cities & Mobility Innovations



## Project Delivery Plan

- 8 projects "bundled" into 5 contracts
- Schedule & Milestones
  - Call for Projects **February – April 2021**
  - Projects Approved **July 2021**
  - Scopes Developed **September 2021 – December 2022**
  - Procurement **October 2021 – February 2022**
  - Project Initiation -> Close-out **January 2022 – January 2024**
  - Funding Deadline **FY23 SB1 / February 2025**
- The SCP Call 3 program represents a **\$2.5M investment** in innovative mobility strategies over **three fiscal years**.

1

## SCP & Equity Overview



- As a key implementation tool for Connect SoCal, **SCAG is prioritizing equity across each SCP program area**
- Program-wide goals prioritize investments in SB 535 Disadvantaged Communities (DACs) aligned with SCAG's adopted resolution on race and equity and guided by the Connect SoCal Goal to support healthy and equitable communities
- Staff implemented multiple strategies to center equity across the program:
  - Targeted Outreach Strategies
  - One-to-One Coaching Sessions
  - Listening Sessions
  - Online Tools & Applications
  - Evaluation Criteria
  - CBO Evaluation Strategy

# Centering Equity Across SCP Calls: Key Strategies



Target priority areas, including SB 535 DACs, Communities of Concern (COCs), EJ Areas, and areas that have not received SCP funding through data-informed outreach approach

Prioritize equity evaluation criteria across all Calls

Provide 1:1 application coaching to shape projects alongside tools and resources for applicants to integrate equity into all projects

Align projects with program goals to implement SCAGs Racial Equity Resolution and Racial Equity Early Action Plan

Center equity in the evaluation process through paid CBO evaluators

1

## SCP Equity Strategies



- **Targeted Outreach**
  - AT&S implemented a data-driven outreach strategy to target DACs with no existing plans to apply for funding
  - HSD and SCMI implemented outreach strategies targeting DACs and other priority areas. SCMI overlaid curb space data to further refine target DACs
- **One-to-One Coaching Sessions**
  - AT&S Call conducted 40 one-to-one coaching sessions, HSD held 21 sessions, and SCMI held 24 sessions
  - Through the sessions, SCAG identified a need to extend application deadlines given agency staff capacity impacts due to COVID-19, especially in under-resourced jurisdictions
  - Additional one-to-one sessions for Call 4 are ongoing
- **Listening Sessions**
  - Conducted a community listening session for SCMI Call to collect feedback to shape meaningful project types and increase awareness of program
  - Additional Listening Sessions for Call 4 were held in July 2021

## SCP & Equity Strategies



- **Online Tools & Application**
  - SCAG developed a user friendly, interactive and accessible map for applicants to explore how project locations overlap with DAC definitions
  - SCAG developed an online application platform to streamline application development and submission for agency staff
  - SCAG extended program application deadlines to respond to partners' requests given the challenges of the pandemic and impacts to agencies and staff capacity
- **Evaluation Criteria**
  - Evaluation criteria includes both qualitative and quantitative ways to measure and evaluate equity strategies, impacts, and potential outcomes to provide a holistic view on equity benefits and impacts
  - Points reallocated to prioritize DACs and community-led engagement strategies
- **CBO Evaluation Strategy**
  - Expanded evaluation teams to paid roles for CBO Equity partners to participate and provide a community-centered perspective in project evaluation and a dedicated opportunity to direct resources based on need.

## SCP & Equity Actions



- **Equity Visualization Tool**
  - Increase equitable investment through a data-driven prioritization, outreach, and evaluation method to target impacted communities to apply for funding and prioritize communities with the highest need
  - Evaluate existing and past projects to highlight inequities in investment and address gaps with future funding opportunities
- **Go Human Program Alignment & Integration**
  - Through a continuum of care program with *Go Human* partners, SCAG can support partners from visioning and through demonstration and planning, and toward implementation across SCP program areas
  - Partnership development through AT&S is ongoing
- **Project Delivery, Procurement & Partnerships**
  - Encourage partnership with local CBOs through project delivery and management
  - Ensure payment of CBOs through thoughtful and innovative procurement

## Connect SoCal SCP Call 4



- SCAG will release a fourth Call for Applications for programs and projects that prioritize **Civic Engagement, Equity & Environmental Justice** in September 2022.



Prioritize efforts that benefit **Communities of Concern** and **SB 535 Disadvantaged Communities**.



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



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

## Connect SoCal SCP Call 4 Goals



- Provide needed planning resources
- Promote, address and ensure equity
- Encourage strategies to reduce VMT and GHG emissions
- Implement strategies in Connect SoCal
- Support Connect SoCal Key Connections
- Support regional resiliency
- Increase funding to the region

# Connect SoCal Call 4 Project Eligibility



This project is funded by Regional Early Action Planning Grants of 2021 (REAP 2.0)

Applicable projects must directly address coronavirus economic recovery and at least one of three objectives:



Coronavirus economic recovery



Affirmatively furthering fair housing



Accelerating infill development that facilitates housing supply, choice and affordability



Reducing vehicle miles traveled

19

# Project Eligibility



Applicants may apply to one or more of the following SCP project categories:



Land Use & Transportation Strategies to increase accessibility, resiliency, and safety

Greenway Connectivity Plans

Highways to Boulevard Plans



Housing Supportive Infrastructure Plans & Programs

Infrastructure & Utility Financing Plans

Public Art in Infrastructure Programs



Planning Convenings & Community Engagement Strategies

Community Advocacy and Storytelling

Resiliency Toolkits

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# Applicant Eligibility

## Agency Applicant

- Cities and Counties
- Transit Agencies
- County Transportation Agencies
- Natural Resources or Public Land Agencies
- Tribal Entities
- Housing Authorities
- School Districts
- Special Districts

## Co-Applicant

- Community Based Organizations (CBOs), non-profits, and social enterprises that fulfill a social or public service mission
- An organization that utilizes a fiscal sponsor
- Regional housing trust funds
- Academic institutions

# SCP Call 4 Timeline\*



\*subject to change upon feedback

# Connect SoCal SCP Collective Take-Aways



- Calls 1-3 represent a **\$12.5 million dollar investment** to implement the region's vision for the future
  - **45 total local projects** representing a variety of ATP, housing, and mobility strategies
    - Los Angeles County: **27 projects**
    - Orange County: **10 projects**
    - Riverside County: **5 projects**
    - San Bernardino County: **3 projects**
  - Selected projects directly **align with regional planning policies**
- Call 4 project awards will be determined in Spring 2023, adding to this significant investment.
- The SCP offers an opportunity to utilize efficient contracting procedures
  - Use of consultant benches & "bundled" contracts, both resulted in **significant cost savings and staff labor savings**
- **Final products will complement release of Connect SoCal 2024**

## Questions?

Cory Wilkerson, Call 1: [wilkerson@scag.ca.gov](mailto:wilkerson@scag.ca.gov)

Nashia Lalani, Call 2: [lalani@scag.ca.gov](mailto:lalani@scag.ca.gov)

Marisa Laderach, Call 3: [laderach@scag.ca.gov](mailto:laderach@scag.ca.gov)

Hannah Brunelle, Call 4: [brunelle@scag.ca.gov](mailto:brunelle@scag.ca.gov)





AGENDA ITEM 11  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
June 2, 2022

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

**From:** Hannah Brunelle, Senior Planner  
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**Subject:** Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active  
Transportation Resource Center

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EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR EEC AND CEHD:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*To promote knowledge exchange, share innovative practices, and scale the Go Human program model across the state, Go Human is partnering with the Caltrans Active Transportation Resource Center (ATRC) to pilot a statewide Go Human Kit of Parts program. The program provides an opportunity for three (3) agencies, alongside community-based partners, from Northern, Central, and Southern California to test SCAG’s Go Human Kit of Parts and demonstrate temporary safety improvements in their communities. Following the pilot program, the ATRC will consider the feasibility of a permanent Go Human Kit of Parts Loaner Program for statewide use, to support the Active Transportation Program (ATP) and other local planning efforts. The results of the pilot will help explore and analyze the feasibility and sustainment of a long-term Go Human Kit of Parts Loaner Program with the ATRC. Ultimately, this partnership positions SCAG as a visionary and innovative leader in planning and community engagement best practices.*

**BACKGROUND:**

Go Human is a community engagement program with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. The program creates safer and

more connected communities by making resources available for engagement, education, information sharing, projects, and events. SCAG's *Go Human* Kit of Parts is a lending library of pop-up materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces. The *Go Human* Kit of Parts includes materials to showcase five street treatments. Temporary safety demonstrations create opportunities for residents to experience streets that are re-designed for safety in live traffic settings, test out, refine, and identify support for improvements.

The ATRC *Go Human* Kit of Parts Pilot Program explores the feasibility and sustainability of a long-term Statewide *Go Human* Kit of Parts Loan Program through piloting this effort with three (3) communities across the state. The Pilot Program provides the opportunity to each selected agency to hold a Kit of Parts deployment and engage local community members in planning efforts. A key aspect of this program is local engagement with community-based organizations (CBOs) in each pilot community. California Walks (Cal Walks), the selected consultant supporting this program, is tasked with identifying and partnering with local CBOs in each pilot community to lead robust local engagement and tailored technical support at the local-level. Agencies selected for the Pilot Program will plan and implement a one-day to one-week demonstration project with the assistance of Cal Walks and local CBO(s). The *Go Human* team at SCAG will support ongoing technical assistance and strategic guidance for the use of the Kit of Parts and share knowledge gathered from over 60 tactical demonstrations completed with partners in the Southern California region.

This program is in strategic alignment with the goals of *Go Human* and SCAG agency goals. The program continues to iterate on best practices for public engagement and partnerships with CBOs and nonprofits; implements equity goals through robust, community-led engagement practices; fosters and builds relationships with entities throughout the state; and advances local planning priorities throughout the state and region.

The core goals of the Pilot Program include:

- Promote the *Go Human* program model as an innovative practice statewide and tailor the model to support and address local community needs
- Encourage and promote meaningful community engagement practices and equity-centered planning through local CBO partnerships and community-identified and community-led projects
- Explore the feasibility of a long-term *Go Human* Kit of Parts loaner program as a statewide resource to strengthen community engagement in ATP projects and beyond
- Expand and build relationships with other entities across the state to promote knowledge exchange

The anticipated outcomes of the program are multi-pronged. The pilot will support active transportation safety planning priorities across the state by implementing three demonstrations in priority communities. Each project will engage local CBOs, supporting capacity building at the local level. The pilot will also leverage *Go Human's* existing Kit of Parts Playbook and toolkits to support

local demonstrations and serve as a resource for the ATRC and pilot communities alongside the physical Kit of Parts.

The timeline of the Pilot Program is approximately a one-year pilot between SCAG, the ATRC and Cal Walks.

- April – May 2022
  - Execute MOU agreement with ATRC
  - Contract kick-off with Cal Walks
  - Launch program application
- June – August 2022
  - Select partner communities and identify CBO partners
  - Plan for demonstration projects in each pilot community
  - Conduct robust local engagement
- Fall 2022
  - Hold demonstration projects
- Winter – Spring 2023
  - Conduct evaluation and analysis
  - Share successes and program story

**FISCAL IMPACT:**

This is a non-monetary agreement between SCAG and the ATRC. SCAG is providing minimal staff time in a strategic advisory role, captured under FY22 OTS 225.3564J6.17.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Go Human and ATRC Kit of Parts Pilot Program

# Go Human + Active Transportation Resource Center (ATRC) Partnership

Statewide Kit of Parts Program

Alina Borja

June 2, 2022

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



## About SCAG's Go Human Program

- In Southern California, traffic injuries and fatalities occur at disproportionate rates for people who walk and bike.
- *Go Human* centers the safety of people walking and biking and focuses on changing driver behavior to improve safety.
- Since the COVID-19 pandemic, traffic volumes decreased while traffic fatalities increased.

### Regional Traffic Safety Data Snapshot

On average, every year

124,000	5,500	1,450
Injuries	Serious Injuries	Fatalities
(339/day)	(15/day)	(4/day)

People who walk and bike

3%	32%
Daily trips	Fatalities

Source: 2021 Transportation Safety Regional Existing Conditions Report

# Go Human Supports Community-Driven Action



Safety Advertisement Campaign



Temporary Safety Demonstrations



Capacity Building



# Go Human Kit of Parts as an Engagement Tool



Bulb-out



Artistic Crosswalk



Protected Bike Lane



Median Refuge Island



Parklet



## Demonstrated Success: From Pop Up to Implementation



**60+** demonstrations

**1/3** of demos secured additional resources or have been fully constructed

## Statewide partnership with ATRC



+



+



**3**  
communities to test out the Kit

## Goals & Vision for the ATRC Partnership

- Promote the *Go Human* program model as an innovative best practice statewide
- Promote local **community-based organization (CBO) partnerships and equity-centered planning** projects through meaningful community engagement
- Explore the feasibility of a long-term *Go Human* Kit of Parts loaner program as a statewide resource to strengthen engagement in ATP projects and beyond
- **Expand and build relationships** with other entities across the state



## Anticipated Outcomes



- Support active transportation safety planning priorities across the State by implementing three demonstrations in priority communities
- Engage local CBOs in each project, supporting **local capacity building**
- Expand *Go Human's* existing guidebook and toolkit to support local demonstrations to serve as a resource at the ATRC alongside the physical Kit of Parts

# Pilot Program Timeline



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