



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

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Carmen Ramirez, County of Ventura

Second Vice President
Art Brown, Buena Park

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

In-Person & Remote Participation*

Thursday, October 6, 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. Agendas & Minutes are also available at: 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 by 5pm on Wednesday, October 5, 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, October 5, 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.

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.

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.

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



TC - Transportation Committee *Members – October 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

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



TRANSPORTATION COMMITTEE AGENDA

- 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. Heather Hutt**
Los Angeles, RC District 57
- 25. Hon. Mike Judge**
VCTC
- 26. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 27. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 28. Hon. Linda Krupa**
Hemet, WRCOG
- 29. Hon. Richard Loa**
Palmdale, NCTC
- 30. Hon. Clint Lorimore**
Eastvale, RC District 4
- 31. Hon. Steve Manos**
Lake Elsinore, RC District 63

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



- 32. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

- 33. Hon. Larry McCallon**
Highland, RC District 7

- 34. Hon. Marsha McLean**
Santa Clarita, RC District 67

- 35. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9

- 36. Hon. Fred Minagar**
Laguna Niguel, RC District 12

- 37. Hon. Carol Moore**
Laguna Woods, OCCOG

- 38. Hon. Ara Najarian**
Glendale, SFVCOG

- 39. Hon. Maria Nava-Froelich**
ICTC

- 40. Hon. Frank Navarro**
Colton, RC District 6

- 41. Hon. Blanca Pacheco**
Downey, GCCOG

- 42. Hon. Jonathan Primuth**
South Pasadena, AVCJPA

- 43. Hon. Ed Reece**
Claremont, SGVCOG

- 44. Hon. Crystal Ruiz**
San Jacinto, WRCOG

- 45. Hon. Ali Saleh**
Bell, RC District 27

- 46. Hon. Rey Santos**
Beaumont, RC District 3

- 47. Hon. Zak Schwank**
Temecula, RC District 5

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



48. Hon. Marty Simonoff

Brea, RC District 22

49. Hon. Jeremy Smith

Canyon Lake, Pres. Appt. (Member at Large)

50. Hon. Ward Smith

Placentia, OCCOG

51. Hon. Jose Luis Solache

Lynwood, RC District 26

52. Sup. Hilda Solis

Los Angeles County

53. Sup. Karen Spiegel

Riverside County

54. Hon. Cynthia Sternquist

Temple City, SGVCOG

55. Hon. Jess Talamantes

Burbank, RC District 42

56. Hon. Steve Tye

Diamond Bar, RC District 37

57. Hon. Michael Vargas

Riverside County CoC

58. Hon. Cheryl Viegas-Walker

El Centro, RC District 1

59. Hon. Scott Voigts

Lake Forest, OCCOG

60. Sup. Donald Wagner

Orange County

61. Hon. Alan Wapner

SBCTA

62. Hon. Alicia Weintraub

Calabasas, LVMCOG

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



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, October 6, 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 by 5pm on Wednesday, October 5, 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. Written comments received after 5pm on Wednesday, October 5, 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.



TRANSPORTATION COMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 1, 2022 PPG. 9

Receive and File

2. Request to Release Connect SoCal 2024 PEIR Notice of Preparation PPG. 20
3. Resolution 22-647-6 Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign PPG. 34
4. Lithium-Ion Battery Reuse, Recycling and Safe Disposal - Findings from the CA Lithium-Ion Battery Recycling Advisory Group PPG. 38
5. Statewide Active Transportation Database Update PPG. 51
6. Trade Corridor Enhancement Program PPG. 54
7. SCAG Water Action Resolution PPG. 59

INFORMATION ITEMS

8. Achieving Zero Emissions for Commercial Fleets: An Overview by Nikola Corporation 20 Mins. PPG. 78
(Scott Strelecki, Program Manager II)
9. Update on Connect SoCal 2024 Financial Plan Development: Core Revenues 15 Mins. PPG. 90
(Warren Whiteaker, Manager of Integrated Planning & Programming)
10. Curb Space Management Study Final Report 20 Mins. PPG. 99
(Peter Richards, Director - Sr. Practice Lead, Transportation Engineering, IBI Group)
11. Future Communities Pilot Program Update 20 Mins. PPG. 117
(Marisa Laderach, Senior Regional Planner)
12. REAP 2021 County Transportation Commission Partnership Program Guidelines 10 Mins. PPG. 129
(Kate Kigongo, Manager of Partnerships for Innovative Deployment)

CHAIR'S REPORT

(The Honorable Ray Marquez, Chair)



TRANSPORTATION COMMITTEE AGENDA

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
October 6, 2022

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, SEPTEMBER 1, 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	District 21
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Denise Diaz, Southgate	District 25
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	Lancaster, NCTC
Hon. John Dutrey, Montclair	SBCTA
Hon. James Gazeley, Lomita	District 39
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Curt Hagman	San Bernardino County
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
Hon. Ray Marquez, SBCTA/SBCCOG (Chair)	District 10
Hon. Larry McCallon, SBCTA/SBCCOG	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, OCCOG	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Rey Santos, Beaumont	District 3
Hon. Marty Simonoff, OCCOG	District 22
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
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. 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. Jason Gibbs, Santa Clarita	NCTC
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Paul Krekorian	District 49
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Blanca Pacheco	GCCOG
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Tim Sandoval, Pomona (Vice Chair)	District 38
Hon. Zak Schwank, Temecula	District 5
Hon. Hilda Solis	Los Angeles County
Hon. Cynthia Sternquist, Temple City	SGVCOG



Hon. Steve Tye
Hon. Don Wagner

District 37
Orange County

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, SBCTA/SBCCOG, District 10, called the meeting to order at 9:30 a.m. Hon. Marty Simonoff, OCCOG, District 22, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Marquez 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. Ivette Macias, SCAG staff, acknowledged there were no public comments received by email before or after the deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Chair Marquez opened the Public Comment Period.

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

Approval Items

1. Minutes of the Meeting, July 7, 2022

Receive and File

2. CEQA Initiation for the Connect SoCal 2024 Program Environmental Impact Report
3. Connect SoCal CEQA Addendum No. 3 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
4. Transportation Conformity Determinations of Proposed Final 2023 Federal Transportation Improvement Program (FTIP) and Proposed Final 2020 Connect SoCal Amendment #2

5. Equity Analysis Update (formerly Environmental Justice Analysis) – Performance Measures
6. Digital Equity Call to Action to Increase Access to Affordable Broadband
7. Transit Ridership Update
8. Connect SoCal 2024 Project List Solicitation Process

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

AYES: BACERRA, BARGER, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DO, DORRIS, DUTREY, GAZELEY, GOODELL, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, SALEH, SANTOS, SIMONOFF, SMITH J., SOLACHE, SPIEGEL, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAPNER, WEINTRAUB (43)

NOES: NONE (0)

ABSTAIN: NONE (0)

INFORMATION ITEMS

9. Approval of 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2020 Amendment 2

Chair Marquez opened the Public Comment Period.

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

John Asuncion, SCAG staff, reported on July 7, 2022, the Regional Council released the Draft 2023 FTIP and Connect SoCal 2020 Amendment 2 for a 30-day public review and comment period including July 8, 2022 through August 8, 2022. He stated the Draft Connect SoCal Amendment 2 received zero (0) comments. The Draft 2023 FTIP received 24 comments: three (3) general, 16 project specific, and five (5) related to the funding/financial plan. The comments were generally technical in nature and no comment affected transportation conformity. He further noted the 2023 FTIP and Connect SoCal 2020 are developed in cooperation with Caltrans, the county transportations commissions, and public transit operators. The 2023 FTIP is a multimodal list of capital improvement projects totaling over \$35.9 billion in programming containing approximately 1, 700 projects over a six (6) year period.

A MOTION was made (Viegas-Walker) to recommend the Regional Council (RC) approve the 2023 Federal Transportation Improvement Program (FTIP) and Connect SoCal (2020 RTP/SCS) Amendment 2, including the associated transportation conformity at its October 6, 2022 meeting. The motion was SECONDED (Minagar) and passed by the following roll call votes.

AYES: BACERRA, BARGER, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DO, DUTREY, GAZELEY, GOODELL, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, SALEH, SANTOS, SIMONOFF, SOLACHE, SPIEGEL, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAPNER, WEINTRAUB (41)

NOES: NONE (0)

ABSTAIN: NONE (0)

10. Active Transportation Program Updates

Chair Marquez opened the Public Comment Period.

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

Cory Wilkerson, SCAG staff, provided an update on the Active Transportation Program. Mr. Wilkerson reported on April 7, 2022, the Regional Council adopted the 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines. Since the adoption of the guidelines the state approved \$1.049 billion in augmentation funding to the programs, which increases SCAG's share of the funds from approximately \$138 million to \$361 million. He noted SCAG staff recommended adopting the amended guidelines which included the revised fund estimate which would provide additional funding for regional projects. Additionally, it is recommended that the Regional Council adopt an amended Cycle 5 ATP Regional Program Contingency List to allow funding from a withdrawn project to be reprogrammed to a comparably sized project in the same county.

A MOTION was made (Navarro) to recommend the Regional Council (RC) approve the amended 2023 Cycle 6 Active Transportation Program (ATP) Regional Guidelines and adopt the amended Cycle 5 ATP Regional Program Contingency List. The motion was SECONDED (Voigts) and passed by the following roll call votes.

AYES: BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DO, DUTREY, GAZELEY, GOODELL, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY,

KRUPA, LOA, LORIMORE, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, SANTOS, SIMONOFF, SMITH W., SOLACHE, SPIEGEL, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAPNER, WEINTRAUB (42)

NOES: NONE (0)

ABSTAIN: NONE (0)

11. Metro Transit Ambassador Pilot Program Services

Chair Marquez opened the Public Comment Period.

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

Vanessa Smith, Los Angeles MTA, reported on Metro's Transit Ambassador Pilot Program. Ms. Smith reported the pilot program is part of Metro's Public Safety Eco-System which includes transit ambassadors, homeless outreach and law enforcement. Oscar Barcena, Los Angeles MTA staff, continued the presentation and noted Metro seeks to improve public safety and will launch an ambassador pilot program. He noted transit ambassadors will support rider safety, connect riders to resources and report incidents to transit security and law enforcement. Ambassadors will be on trains, stations, elevators, buses, and bus stops and can directly call for an appropriate level of response from maintenance, security, law enforcement and/or unhoused person outreach. Ambassadors will serve as extra eyes and ears with a goal to enhance rider comfort and security.

Mr. Barcena reviewed the evaluation parameters for the program. These include regular rider and employee surveys, bus and rail rider engagement analysis, program metrics as well as flexibility to address critical rider and employee concerns that arise during the pilot. The ambassadors will provide service 7 days a week, 6:00 a.m. to 9:00 p.m. weekdays and 8:00 a.m. to 8:00 p.m. weekends.

Hon. Cheryl Viegas-Walker, ICTC, District 1, asked if ambassadors were fluent in multiple languages and if the service included guidance on purchasing fare. Ms. Smith responded that ambassadors would be hired by contractors and would be fluent in different languages. They will also assist riders with using and navigating the system.

Hon. Ed Reece, Claremont, SGVCOG, asked if the ambassador pilot program would be systemwide and if a pilot route map was available. Ms. Smith responded that the deployment plans for the pilot program were being developed and she would respond to the request for a map.

12. Transportation Committee 12-Month Framework and Lookahead

Chair Marquez opened the Public Comment Period.

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

Annie Nam, SCAG staff, outlined the committee's 12-month framework and lookahead. Ms. Nam stated SCAG was currently updating the RTP/SCS for 2024, also known as Connect SoCal. She noted efforts were underway to incorporate updated data with a goal to put forward enhanced strategies and investments to build on the 2020 plan. Research work would continue through 2022 with a view toward identifying emerging trends and strategies. She reviewed the policy development framework and plan development phases through 2023.

13. Goods Movement Communities Opportunities Assessment Update

Chair Marquez opened the Public Comment Period.

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

Alison Linder, SCAG staff, reported on the Goods Movement Communities Opportunities Assessment. Ms. Linder stated project goals include assessing the opportunities and challenges of the goods movement industry in communities that are disproportionately affected by its activities and/or facilities. Also, to collaborate with community leaders and members to develop co-generated solutions, explore innovative engagement tools, provide a toolkit of strategies and help communities connect with the industry. She noted this project supports the agency's equity goals established in 2020. The community types selected for the study as well as community outreach and data collection strategies were reviewed. Ms. Linder noted initial feedback from stakeholders include an interest in zero-emission trucks and infrastructure. She next reviewed the goals for the resource toolkit.

Hon. Larry McCallon, SBCTA/SBCCOG, District 7, asked if he could receive a list of the Community Advisory Committee for San Bernardino. Ms. Linder responded that could be provided and noted an audio recording of the meeting is also available.

Hon. Russell Betts, Desert Hot Springs, CVAG, asked if the outreach to business included members of the trucking industry. Ms. Linder responded that FuturePorts was contacted who is a central link to industry segments.

CHAIR'S REPORT

Hon. Ray Marquez, SBCTA/SBCCOG, District 10, reminded members to respond to a recently sent survey regarding meeting scheduling preferences.

METROLINK REPORT

Metrolink recently received a \$25 million state Transit and Intercity Rail Capital Program (TIRCP) grant that combines with \$32 million in federal funding to construct 2.7 miles of new double track on the Perris Valley line south of Riverside, build a second passenger platform at the Moreno Valley/March Field Station and expand the Perris-South Station. These improvements will ultimately allow for 30-minute bi-directional service by 2027, in time for the 2028 Olympics, which include canoeing and rowing competitions on Lake Perris in Riverside County. Additionally, Omnitrans is providing a non-stop shuttle to and from Ontario International Airport from the Rancho Cucamonga Metrolink station. *ONT Connect* meets each Metrolink train for a quick connection to Ontario Airport. The ride is free for anyone transferring to or from Metrolink or other Omnitrans services. Also, a student discount now allows students of any age a 25% student discount on Metrolink fares. Students simply select the student fare type when purchasing their ticket. A valid Student ID is required upon fare inspection.

STAFF REPORT

Ivette Macias, SCAG staff, announced that the 33rd Annual Demographic Workshop would take place September 14th and 21st. Additionally, she reported SCAG was cosponsoring or participating in the Annual League of Cities Conference, AAA Clean Vehicle Policy Summit and the ITS World Congress 2022.

FUTURE AGENDA ITEMS

Hon. Russell Betts, Desert Hot Springs, CVAG, requested an agenda item on mandates to shift to electric powered transportation and the needed infrastructure to support increased demand.

Hon. Larry McCallon, SBCTA/SBCCOG, District 7, requested an agenda item on hydrogen infrastructure to support transportation and noted zero-emission goals are benefitted most significantly with hydrogen technology.

Hon. Fred Minagar, OCCOG, District 12, requested an agenda item on AB 43 and its relevance to local jurisdictions. He suggested inviting the bill's author, Hon. Laura Friedman, Glendale, to present if available.



ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:13 a.m. in honor of Carmen Ramirez, First Vice President, recently lost.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Bacerra, Phil	Santa Ana	District 16	1	1		1						
Barger, Kathryn		Los Angeles County	1			1						
Becerra, Liz	Victorville	District 65	1	1		1						
Benoit, Ben		South Coast AQMD	1	1		1						
Betts, Russell	Desert Hot Springs	CVAG	1	1		1						
Brown, Art	Buena Park	District 21	1	1		1						
Brown, Lorrie	Ventura	District 47	1	1								
Buscaino, Joe	Los Angeles	District 62										
Chun, Ross	Aliso Viejo	OCTA		1		1						
Diaz, Denise	Southgate	District 25	1	1		1						
Do, Andrew		Orange County	1	1		1						
Dorris, Darrell	Lancaster	NCTC	1	1		1						
Dutrey, J. John	Montclair	SBCTA	1	1		1						
Gazeley, James	Lomita	District 39	1	1		1						
Gibbs, Jason	Santa Clarita	NCTC	1	1								
Goodell, Brian	Mission Viejo	OCTA	1	1		1						
Hagman, Curt		San Bernardino Cnty	1	1		1						
Hamada, Ray	Bellflower	Bellflower	1	1		1						
Harnik, Jan	Palm Desert	RCTC	1	1		1						
Hernandez, Laura	Prt Hueneme	District 45		1								
Horvath, Lindsey	West Hollywood	WSCCOG	1			1						
Judge, Mike	Simi Valley	VCTC	1	1		1						
Kelley, Trish	Mission Viejo	OCCOG	1	1		1						
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1	1		1						
Loa, Richard	Palmdale	NCTC		1		1						
Lorimore, Clint	Eastvale	District 4	1	1		1						
Manos, Steve	Lake Elsinore	District 63	1	1								
Marquez, Paul	Caltrans District 7	Ex-Officio	1			1						
Marquez, Ray	Chino Hills	District 10	1	1		1						
McCallon, Larry	SBCTA/SBCCOG	District 7	1	1		1						
McLean, Marsha	No. L.A. County	District 67	1	1		1						
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1						
Minagar, Fred	Laguna Niguel	District 12	1	1		1						
Moore, Carol	Laguna Woods	OCCOG	1	1		1						
Najarian, Ara	Glendale	AVCJPA	1			1						
Nava-Froelich, Maria		ICTC	1	1		1						
Navarro, Frank	Colton	District 6	1	1		1						
Pacheco, Blanca	Downey	GCCOG										
Primuth, Jon	S. Pasadena	AVCJPA	1	1								
Reece, Ed	Claremont	SGVCOG	1	1		1						
Ruiz, Crystal	San Jacinto	WRCOG	1	1								
Saleh, Ali	City of Bell	GCCOG	1	1		1						
Sandoval, Tim	Pomona	District 38	1	1								
Santos, Rey	Beaumont	District 3	1	1		1						
Schwank, Zak	Temecula	District 5		1								
Simonoff, Marty	Brea	District 22	1	1		1						
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1						
Smith, Ward	Placentia	OCCOG		1		1						
Solache, Jose Luis	Lynwood	District 26	1	1		1						

Solis, Hilda		Los Angeles County								
Spiegel, Karen		Riverside County		1		1				
Sternquist, Cynthia	Temple City	SGVCOG	1	1						
Talamantes, Jess	Burbank	AVCJPA	1	1		1				
Tye, Steve	Diamond Bar	District 37		1						
Vargas, Michael		Riverside County	1	1		1				
Viegas-Walker, Cheryl	El Centro	District 1	1			1				
Voigts, Scott	Lake Forest	Orange County		1		1				
Wagner, Don	Orange County	Orange County	1	1						
Wapner, Alan		SBCTA	1	1		1				
Weintraub, Alicia	Calabasas	LVMCOG	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
October 6, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Request to Release Connect SoCal 2024 PEIR Notice of Preparation

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Authorize the release of the Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) to initiate a 30-day public review and comment period, beginning October 17, 2022 and ending November 16, 2022, and direct staff to carry out administrative tasks for the public release.

RECOMMENDED ACTION FOR CEHD, 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.

EXECUTIVE SUMMARY:

At the March 3 and September 1, 2022 EEC meetings, SCAG staff informed the EEC that SCAG, as the Lead Agency, is responsible for preparing a Program Environmental Impact Report (PEIR) for the upcoming proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”, and that staff would be preparing a Notice of Preparation (NOP) of a PEIR to formally kick off the PEIR process. SCAG staff has prepared a NOP (see Attachment 1) in accordance with applicable provisions of the California Environmental Quality Act (CEQA). SCAG staff requests that the EEC authorize the release of the NOP for a required 30-day public review and comment period beginning on October 17, 2022 and ending on November 16, 2022. Following the release of the NOP, SCAG will host two virtual public scoping meetings, each providing the same information, on November 9, 2022 at 6:00 p.m. and November 10, 2022 at 10:00 a.m. After close of the public review and comment period, SCAG staff will report back to the EEC regarding comments received.

BACKGROUND:

Pursuant to federal and state planning requirements, SCAG updates and adopts a long-range RTP every four years. SCAG's last Plan was adopted in 2020 and an updated Plan is anticipated to be adopted by April 2024. The RTP emphasizes the development and preservation of the region's transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). Based on SCAG staff's preliminary evaluation of previous RTP/SCSs and associated PEIRs, levels of significance for environmental impacts from the upcoming proposed Connect SoCal 2024 are anticipated to be similar in magnitude as those for the previous Plans. Therefore, an EIR is found to be the appropriate CEQA document for Connect SoCal 2024. Connect SoCal 2024 is a regional planning document updated every four years and will update the 2020 RTP/SCS, Connect SoCal, as amended. Additionally, given the regional level of analysis provided in a RTP/SCS for a large geographic area with a minimum 20-year planning horizon, a Program EIR (PEIR) is the appropriate type of EIR for Connect SoCal 2024.

A PEIR is a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (CEQA Guidelines Section 15168). The programmatic environmental impact analysis for the Connect SoCal 2024 PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include feasible mitigation measures and a range of reasonable alternatives to the Plan, including a No Project Alternative, to avoid or reduce any identified potentially significant adverse environmental effects of the Plan. As a first-tier document, the PEIR may serve as a foundation for subsequent, project or site-specific environmental review documents (including Addenda, Supplemental EIRs, Subsequent EIRs) that may be conducted by implementing agencies serving as CEQA lead agencies for later, individual transportation and development projects with narrower scope in the region (CEQA Guidelines Section 15385).

CEQA BASIS FOR A NOTICE OF PREPARATION:

SCAG staff has completed the preparation of a NOP of a Draft PEIR for Connect SoCal 2024 pursuant to PRC Section 21080.4 and CEQA Guidelines Sections 15082 and 15375. Based on the information

provided in the Background Section above and discussed in the NOP, SCAG staff has determined that an Initial Study is not required to be prepared pursuant to CEQA Guidelines Section 15060(d). The NOP contains a project description of the upcoming proposed Connect SoCal 2024, its location, and probable environmental effects of Connect SoCal 2024, in order to enable interested agencies, organizations, and individuals (collectively referred to as the public) to meaningfully review and provide comments and input on the proposed scope and content of the Draft PEIR.

SCHEDULE:

Key milestones and expected dates for the development of Connect SoCal 2024 PEIR are listed below in Table 1: Key Milestones for the Connect SoCal 2024 PEIR.

Table 1: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Date (Expected)
Release NOP of a Draft PEIR for Public Review and Comments	October 17, 2022 (this EEC meeting)
Public Scoping Meetings	November 9, 2022 at 6:00 p.m. and November 10, 2022 at 10:00 a.m.
Release of Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
Draft PEIR Public Workshop	Within 30 days after Draft PEIR Release
Draft PEIR Public Review and Comment Period Closes	At least 45 days after Draft PEIR Release
Certification for the Final PEIR for the Final Connect SoCal 2024	April 2024

Key milestones and expected dates for the EEC review of the development of Connect SoCal 2024 PEIR are listed below in Table 2: Key Milestones for EEC Action on the Connect SoCal 2024 PEIR.

Table 2: Key Milestones for EEC Action on the Connect SoCal 2024 PEIR

Milestones	Date (Expected)
EEC Authorization to Release the NOP for Public Review and Comments	October 17, 2022 (this EEC meeting)
EEC Review of the Proposed Draft PEIR for the Proposed Draft Connect SoCal 2024 and Consideration to Recommend that RC Release the Proposed Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Proposed Final PEIR for the Proposed Final Connect SoCal 2024 and Consideration to Recommend that RC Certify the	March 2024



Proposed Final PEIR	
---------------------	--

Staff will provide periodic status updates to the EEC as development of the Connect SoCal 2024 PEIR progresses.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):

1. Notice of Preparation of a Draft PEIR for Connect SoCal 2024



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

REGIONAL COUNCIL OFFICERS

- President
Jan C. Harnik, Riverside County
Transportation Commission
- First Vice President
Carmen Ramirez, County of Ventura
- Second Vice President
Art Brown, Buena Park
- Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

- Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission
- Community, Economic &
Human Development
Frank Yokoyama, Cerritos
- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

NOTICE OF PREPARATION

TO: Interested Agencies, Organizations, and Individuals

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) (State Clearinghouse No. TBD)

DATE: October 17, 2022

LEAD AGENCY: Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Draft Program Environmental Impact Report (Draft PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “2024 RTP/SCS”, “Connect SoCal 2024”, “Plan”, or “Project”.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, **all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).**

Two (2) virtual public scoping meetings for the NOP, each providing the same information, will be held on **Wednesday, November 9, 2022, from 6:00 PM to 8:00 PM**, and **Thursday, November 10, 2022, from 10:00 AM to 12:00 PM**. The meetings will be held in an online format using Zoom. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webcast is provided below:

<https://scag.zoom.us/j/81023287939>

Dial by location: +1 669 900 6833 US Toll or +1 669 444 9171 US Toll

Meeting ID: 810 2328 7939

Please send your comments on the NOP to Ms. Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCalPEIR@scag.ca.gov or by mail to the address shown above. If you wish to be placed on the mailing list to receive CEQA notices regarding the PEIR for the Plan, need additional information, or require special accommodations or translation services for a scoping meeting, please email Ms. Karen Calderon at least 72 hours prior to the scoping meeting or call (213) 236-1983 so that SCAG has sufficient time to make arrangements.

INTRODUCTION

CEQA and its implementing regulations (CEQA Guidelines) require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action. Connect SoCal 2024 is a regional planning document updated every four years (see further discussion below) and will update the 2020 RTP/SCS, as amended. Given the regional level of analysis provided in a RTP/SCS for a large geographic area with a minimum 20-year planning horizon, a Program EIR (PEIR) is the appropriate type of EIR for Connect SoCal 2024.

A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program wide mitigation measures” (CEQA Guidelines Section 15168). The programmatic environmental impact analysis for the Connect SoCal 2024 PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include feasible mitigation measures and a range of reasonable alternatives to the Plan, including a No Project Alternative, to avoid or reduce any identified potentially significant adverse environmental effects of the Plan. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including EIRs, Supplemental EIRs, Subsequent EIRs, and Addenda) that may be conducted by implementing agencies serving as CEQA lead agencies for subsequent individual transportation and development projects in the region (CEQA Guidelines Section 15385).

This NOP is intended to serve the following purposes: (1) to notify responsible agencies, interested agencies, organizations, and individuals that SCAG is preparing the Draft PEIR which will assess the potential adverse environmental impacts that may result from implementing the proposed Plan; and (2) to provide information on the proposed Plan and allow the public the opportunity to review and comment on the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Written comments regarding the scope and contents of the environmental impact analysis in the Draft PEIR received during the required 30-day NOP review period will be considered to refine the scope and content of the Draft PEIR, as appropriate and included in an appendix of the Draft PEIR.

The NOP is filed for posting with county clerks of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and is published in local newspapers, including ethnic press that address the large geographic reach and diverse population within the six-county SCAG region. The NOP is also available for public review from (1) SCAG’s website at: <https://scag.ca.gov/peir>; (2) Governor’s Office of Planning and Research – State Clearinghouse website at: <https://ceqanet.opr.ca.gov/>; and (3) [the county clerk’s website for the six counties in the SCAG region](#).

PROJECT LOCATION AND BACKGROUND

Project Location

SCAG is the federally designated Metropolitan Planning Organization (MPO) under Title 23, United States Code (U.S.C.) 134(d)(1). The SCAG region consists of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and 191 cities (Figure 1, *SCAG Region*). To the north of the SCAG region are the counties of Kern and Inyo; to the east is state of Nevada and state of Arizona; to the south is the county of San Diego; and to the northwest is the Pacific Ocean. The SCAG region also consists of 15 subregional entities that serve as partners in the regional planning process. (Figure 2, *SCAG Subregions*).

SCAG is one of 18 MPOs in the State of California. The total area of the SCAG region is approximately 38,000 square miles. The region includes the county with the largest land area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The SCAG region is home to approximately 18.8 million people, or 48 percent of California’s population, according to the 2020 Census, representing the largest and most diverse region in the country.



Figure 1: SCAG Region

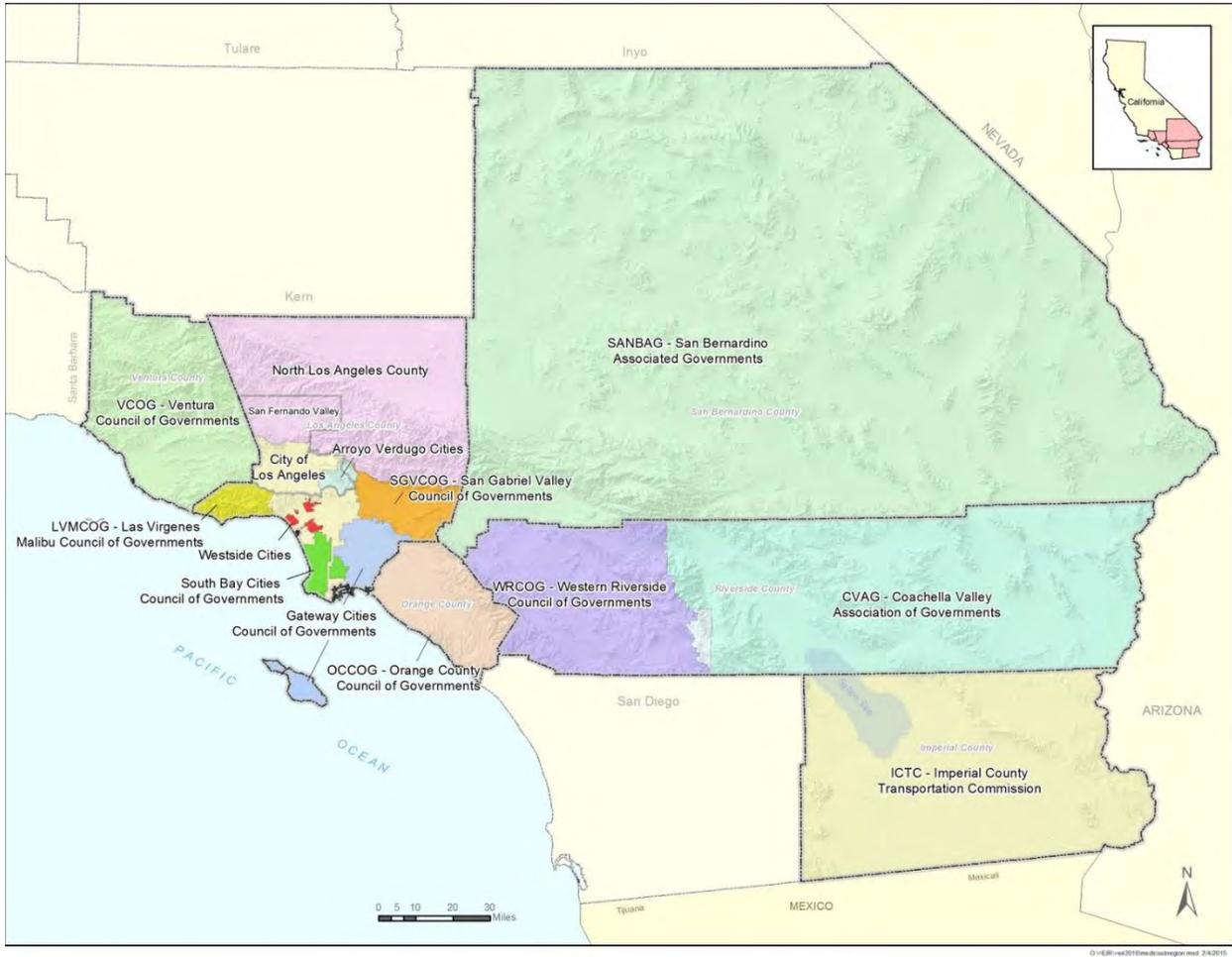


Figure 2: SCAG Subregions

SCAG Roles and Responsibilities

In addition to federal designation as a MPO, SCAG is designated under California state law as the Multicounty Designated Transportation Planning Agency and Council of Governments for the six-county region. Founded in 1965, SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

SCAG serves as the regional forum for cooperative decision making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements include the development of the RTP/SCS; the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program; and transportation-related portions of local air quality management plans. SCAG’s other major functions include determining the RTPs and programs are in conformity with state air quality plans; preparation of a Regional Housing Needs Assessment; and intergovernmental review of regionally significant projects.

PROJECT DESCRIPTION

Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)

Pursuant to federal and state planning requirements, SCAG updates and adopts a long-range RTP every four years. SCAG's last Plan was approved for transportation conformity purposes in May 2020 and adopted in its entirety in September 2020 and an updated Plan is anticipated to be adopted by April 2024.

Connect SoCal 2024 will be a long-range visioning plan that balances future mobility and housing needs with economic and environmental goals. Connect SoCal 2024 represents the vision for Southern California's future through 2050, including policies, strategies, and projects. The Plan details how the region will address its transportation and land use challenges and leverage opportunities in order to support attainment of applicable federal ambient air quality standards and achieve state's greenhouse gas (GHG) emissions reduction targets. Connect SoCal 2024 will build from the policy directions established in Connect SoCal 2020 as well as more recent policy directions from SCAG's Regional Council to reflect emerging issues such as equity, resilience, and the economy. It is important to note that SCAG does not have authority to implement individual transportation projects in the RTP, nor does the SCS supersede the land use authority of cities and counties in the region. Specific projects and policies will be implemented by local jurisdictions, state agencies, and other agencies, such as County Transportation Commissions (CTCs). SCAG has already initiated the development of Connect SoCal 2024 and is working closely with all 197 local jurisdictions to collect land use data and determine a forecasted regional development pattern. SCAG is also working with CTCs to compile a regional project list that will build upon the list identified in the Connect SoCal 2020, as amended.

Sustainable Communities Strategies

In accordance with the Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Steinberg) and codified in California Government Code Section 65080(b)(2)(B), the Plan will include a SCS which "set[s] forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies" will reduce GHG emissions from passenger vehicles (automobiles and light-duty trucks).

Pursuant to SB 375, SCAG's SCS is required to meet GHG emissions reduction target of 19 percent per capita by 2035 compared to 2005 emission levels, as set by the California Air Resources Board (ARB). According to Section 65080(b)(2)(B) of the California Government Code, the SCS shall:

- Identify the general location of land uses, residential densities and building intensities in the region;
- Identify areas to house all of the population of the region, including all economic segments, over the course of the planning period;
- Identify areas to accommodate an eight-year projection of regional housing needs;
- Identify a transportation network to service the transportation needs of the region,
- Gather and consider information regarding resource areas and farmland;
- Consider state housing goals;

- Set forth a forecasted development pattern which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG targets set by CARB; and
- Comply with the federal Clean Air Act.

If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate “Alternative Planning Strategy” to meet the regional GHG emission reduction target.

Local Data Exchange

A critical component to developing a successful Plan is the participation and cooperation of SCAG’s local government partners and stakeholders within the SCAG region. Beginning in February 2022, SCAG began the Local Data Exchange (LDX) process wherein local jurisdictions can provide feedback and edits on roughly 25 datasets, including land use data and preliminary growth projections, which serve as technical foundation for developing the land use component of the Connect SoCal 2024. LDX is associated with SCAG’s Regional Data Platform (RDP). By also providing tools and data back to local jurisdictions for their own plan updates through the RDP, the LDX process ensures participation of local jurisdiction, improves data accuracy, and improves coordination between local and regional long-range-plans.

SCAG’s Public Participation Plan and Process

Another key aspect of Plan development is public participation. To provide early and meaningful public participation in the Plan’s development and decision-making processes, SCAG has developed and adopted a Public Participation Plan (PPP).¹ The adoption of the PPP demonstrates SCAG’s commitment in increasing awareness and involvement of interested persons in SCAG’s governmental processes and regional transportation and land use planning. SCAG will provide information and timely public notice, ensuring full public access to key decisions, and supporting early and continuing public involvement in the development of the Plan. To this end, SCAG will continue to engage a wide range of stakeholder groups, elected officials, special interest groups, the general public, and other interested parties through a series of workshops and public meetings, as well as SCAG’s policy committees, task forces, and subcommittee structure during the development of the Plan and its associated PEIR. To stay informed on the Connect SoCal 2024 development process please visit: <https://scag.ca.gov/connect-socal>.

SCOPE AND CONTENT OF ENVIRONMENTAL IMPACT ANALYSIS IN THE DRAFT PEIR

The Connect SoCal 2024 PEIR is a programmatic document that will analyze potential effects of the proposed Plan on the environment. Although Connect SoCal 2024 will include a list of transportation projects and development patterns resulting from transportation and land use policies in the Plan, the PEIR does not specifically analyze environmental effects of any individual transportation or development project. Project-level environmental analyses will be prepared by implementing agencies on a project-by-project basis as individual projects proceed through the design, development, and decision-making process.

¹ Southern California Association of Governments. Public Participation Plan. Adopted April 7, 2022. <https://scag.ca.gov/community-participation-public-participation-plan>.

Environmental Setting

The Connect SoCal 2024 PEIR must identify significant environmental impacts that would be expected to result from implementation of the proposed Plan. Significant environmental impacts must be determined by applying explicit significance criteria to compare the future Plan conditions to the existing environmental setting (CEQA Guidelines Section 15126.2(a)). The CEQA Guidelines provide that the existing physical conditions at the time the Notice of Preparation is published will “normally” constitute the baseline. However, CEQA Guidelines Section 15125(a)(1) indicates that, “where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions...that are supported by substantial evidence.”

SCAG will use a CEQA baseline that is considered the most appropriate for use to analyze the regional environmental impacts from Connect SoCal 2024 in the Draft PEIR. Considerations would include, for instance, availability of comprehensive data for land use, demographics, traffic count, and vehicle miles traveled (VMT), as well as technical and modeling assumptions for the proposed Plan. Where appropriate and identified throughout the Draft PEIR, the base year of the environmental and regulatory settings of some resource areas may vary to better characterize baseline conditions.

Environmental Issues and Topics

The potential content of environmental effects that warrant analysis in the Connect SoCal 2024 PEIR are as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Mitigation Measures

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the Plan. As SCAG has no concurrent authority/jurisdiction to implement mitigation related to transportation and land use projects or plans that implement Connect SoCal 2024, the 2024 PEIR is expected to employ the same approach to mitigation measures as those in the previously certified PEIRs for the 2016-2040 RTP/SCS and Connect SoCal (2020-2045 RTP/SCS), i.e., the 2024 PEIR will include two types of mitigation measures: SCAG mitigation measures and project-level mitigation measures.

SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years. In addition, the PEIR identifies project-level mitigation measures as resources for implementing agencies serving as CEQA lead agencies for later projects to consider, as applicable and feasible, when these agencies conduct and carry out subsequent, project-specific design, environmental analyses, and decision-making processes.

Preliminary Consideration of Alternatives to the Proposed Connect SoCal 2024

CEQA requires a discussion of alternatives to the Plan. The development of alternatives is focused on avoiding or reducing potentially significant adverse environmental impacts of the Plan while achieving most of the basic objectives of the Plan. The discussion of alternatives provides a means for evaluating the comparative merits of each alternative. The range of alternatives must be sufficient to permit a reasoned choice, and it need not include every conceivable project alternative. In addition, a CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The key consideration for alternatives is whether the selection and discussion of alternatives foster informed decision making and public participation.

The Draft PEIR for Connect SoCal 2024 will evaluate a range of reasonable alternatives to the Plan, including a No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes what would reasonably be expected to occur in the foreseeable future if Connect SoCal 2024 were not adopted. The No Project Alternative assumes continued implementation of goals and polices of the adopted 2020 RTP/SCS, as amended and is based on trending 2020 RTP/SCS regional population, housing, and employment growth projection to the future. The No Project Alternative includes those transportation projects that are included in the first year of the previously conforming FTIP (i.e., 2023 FTIP). As with previous cycles, each alternative for the 2024 PEIR, except the No Project Alternative, will vary in terms of policies related to regional land use development patterns. It is also anticipated that the transportation network would be generally the same for the Plan and all alternatives, except for the No Project Alternative.

Based on SCAG staff’s preliminary evaluation of previous RTP/SCSs and respective alternatives analysis in the associated PEIRs, SCAG staff has generally observed that as local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed no project alternatives are showing signs of converging with previous regional plans. Additionally, as the plan is updated and improves each cycle, it also gets closer to regional policies for more compact development patterns in high-quality transit areas (HQTAs). As such, SCAG has found that using a scenario planning process to identify alternative land use patterns for the 2024 RTP/SCS to be less useful and instead incorporated regional growth strategies in datasets for review by local jurisdictions which will then be incorporated into the Plan. Given this shift in approach and the converging of alternative scenarios, SCAG is currently considering a qualitative analytical approach for the alternatives other than the No Project Alternative.

SCAG anticipates that it will consider an Intensified Land Use Alternative which would be based on a transportation network for the 2024 RTP/SCS with more aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around HQTAs. Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, livable corridors, and neighborhood mobility areas. The No Project Alternative and the Intensified Land Use Alternative are expected “book-ends” of the range of

potential alternatives to provide a framework for understanding the greatest potential impacts from alternatives when compared to the proposed Plan.

SCAG is seeking input on these preliminary alternatives as well as any other potential alternatives during the scoping process. Changes to the alternatives as a result of the scoping process could result in modifications to the number, content and scope of alternatives analyzed in the PEIR. Furthermore, the PEIR will identify alternatives that were initially considered, but rejected for reasons including infeasibility or inability of a particular alternative to meet the project objectives or reduce environmental impacts beyond that of the Project.

CEQA Streamlining and Tiering

SB 375 includes CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SCAG's primary role is to include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis.

In addition to providing for streamlining CEQA documentation in accordance with SB 375, the PEIR will support other CEQA streamlining options including those provided for in other regulations such as SB 743 (transit-oriented infill development), SB 226 (CEQA streamlining for infill development) as well as provisions of the CEQA Guidelines that provide for tiering and other streamlining mechanisms.

PUBLIC SCOPING MEETINGS AND COMMENTS

As mentioned previously, SCAG will host two (2) virtual public scoping meetings for the NOP, each providing the same information, on **Wednesday, November 9, 2022 from 6:00 PM to 8:00 PM and Thursday, November 10, 2022 from 10:00 AM to 12:00 PM.**

The meetings will be held in an online format using Zoom to share information regarding the proposed Plan and the environmental review process. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webcast is provided below:

<https://scag.zoom.us/j/81023287939>

Dial by location: +1 669 900 6833 US Toll or +1 669 444 9171 US Toll

Meeting ID: 810 2328 7939

Each meeting will begin with a presentation and be followed by a question-and-answer session. The meetings will be open to the public and all stakeholders. Questions may be submitted via email in advance of the meeting at ConnectSoCalPEIR@scag.ca.gov, however there will also be opportunities for verbal questions taken at the meetings.

In accordance with the Americans with Disabilities Act, SCAG is committed to providing special accommodations to those who are interested in participating in the scoping meetings. SCAG is also committed to helping those with limited proficiency in the English language by providing translation

services in accordance with Title VI of the Civil Rights Act. We ask that you provide your request for special accommodations or translation services at least 72 hours prior to the scoping meetings so that SCAG has sufficient time to make arrangements.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, **all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).**

Written comments on the NOP can be sent to Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCalPEIR@scag.ca.gov or by mail to the address shown below:

Southern California Association of Governments
Attn: Ms. Karen Calderon
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

Please include a return address, the name, phone number, and email address of a contact person in your agency/organization, and the agency/organization name, if applicable.

CONTACT US

If you have any questions on the NOP or PEIR, would like to make a special accommodations request for a scoping meeting including translation, or wish to be placed on the mailing list to receive notices regarding the Connect SoCal 2024 PEIR, please contact Ms. Karen Calderon, Senior Regional Planner, at (213) 236-1983 or email ConnectSoCalPEIR@scag.ca.gov.

Signature: _____

Sarah Jepson, Director, Planning and Programs
Southern California Association of Governments

Date: _____



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
October 6, 2022

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Andres Carrasquillo, Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov
Subject: Resolution No. 22-647-6 Acceptance of Office of Traffic Safety Grant
Funds to Support the Active Transportation Safety and Encouragement
Campaign

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION EAC AND RC:

Approve Resolution No. 22-647-6 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,188,005 to support the *Go Human* Campaign and authorizing the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,188,005 to conduct a seventh round of Go Human safety programming and engagement across the region. On June 22, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

BACKGROUND:

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

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as five additional grant opportunities through the Office of Traffic Safety to implement safety activities. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) region-wide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities and developing toolkits aimed at creating active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2022 in the amount of \$1,188,004.97 from the Office of Traffic Safety to extend the campaign into 2021 and 2022. On June 22, 2022, SCAG received notice that an award in the amount of \$1,188,005 was being tentatively offered, given final approval from National Highway Traffic Safety Administration in October 2022. If awarded, this funding will be used to conduct a seventh round of safety engagement and programming. Funds will be used to support localized safety outreach for drivers, pedestrians, and bicyclists across the region, through the multiple safety strategies, including safety messaging and advertising, temporary demonstration projects, and the development of Community Safety Hubs across the region. SCAG is seeking Regional Council approval to receive the funds.

FISCAL IMPACT:

If awarded, SCAG will receive \$1,188,005 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

ATTACHMENT(S):

1. Resolution No. 22-647-6 - Acceptance of Traffic Safety Grant Funds



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

RESOLUTION NO. 22-647-6

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC
SAFETY GRANT FUNDS IN THE AMOUNT OF \$1,188,005 TO SUPPORT
THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN**

REGIONAL COUNCIL OFFICERS

- President
Jan C. Harnik, Riverside County
Transportation Commission
- First Vice President
Carmen Ramirez, County of Ventura
- Second Vice President
Art Brown, Buena Park
- Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

- Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission
- Community, Economic &
Human Development
Frank Yokoyama, Cerritos
- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

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

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

WHEREAS, SCAG has applied for an award of \$1,888,005 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds (“Grant Funds”), to support the Active Transportation Safety and Encouragement Campaign;

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

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

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

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of \$1,888,005 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

Attachment: Resolution No. 22-647-6 - Acceptance of Traffic Safety Grant Funds (Resolution No. 22-647-6 Acceptance of Office of Traffic Safety

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of October, 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



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
October 6, 2022

To: Transportation Committee (TC)
Energy and Environment Committee (EEC)

From: Alison Linder, Senior Planner
(213) 236-1934, linder@scag.ca.gov

Subject: Lithium-Ion Battery Reuse, Recycling and Safe Disposal - Findings from
the CA Lithium-Ion Battery Recycling Advisory Group

**EXECUTIVE DIRECTOR'S
APPROVAL**
Kome Ajise

RECOMMENDED ACTION FOR EEC:
Information Only - No Action Required

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:
Alissa Kendal, Professor, Department of Civil and Environmental Engineering, UC Davis, will give a presentation covering the activities of the Lithium-Ion Car Battery Recycling Advisory Group. The committee addressed the need for sound policies to support end of life reuse, recycling, and safe disposal for the batteries in zero emission battery electric vehicles and submitted a report with policy recommendations to the state legislature earlier in 2022. The SCAG legislative platform, approved by the Regional Council on February 3, 2022, includes a principle that supports taking a life cycle approach to the development and deployment of zero emission and alternative fuel vehicles and their supporting infrastructure. This principle specifically states that for electric vehicles SCAG shall “support policies that ensure that proper battery reuse, recycling, and disposal are in place.” Dr. Kendal will offer additional background and share recommendations on this challenge. The final policy recommendations are available at <https://calepa.ca.gov/lithium-ion-car-battery-recycling-advisory-group/>.

BACKGROUND:
The 2020 Connect SoCal Plan puts forth a long-term vision for a decarbonized, primarily zero emission transportation system. The Plan included battery powered zero emission vehicles (ZEV) as one of many promising technologies that assist in achieving this vision. As of February 2022, ZEVs

represented 12% of all vehicles sold in the state, and the Advanced Clean Cars Rule II approved by CARB on August 25, 2022, mandated that 100% of passenger vehicles sold by 2035 will be zero emission.

Furthermore, the SCAG legislative platform approved by the Regional Council on February 3, 2022, includes a principle that supports taking a life cycle approach to the development and deployment of zero emission and alternative fuel vehicles and their supporting infrastructure. This principle specifically states that for electric vehicles SCAG shall “support policies that ensure that proper battery reuse, recycling, and disposal are in place.” This presentation, therefore, offers additional background surrounding these issues and shares the recommendations of the Lithium-Ion Car Battery Recycling Advisory Group focused on this issue.

Battery end of life management requires attention for several reasons. ZEVs have different characteristics than conventional combustion engines and a lithium-ion battery can be dangerous if disposed of improperly. The minerals and materials (often referred to as critical materials) used within a lithium-ion battery are rare and the extraction processes could be damaging to the environment and surrounding communities. Currently, the majority of critical materials are extracted overseas and California and the Nation as whole may potentially face supply issues, due to increasing global demand, uncertainty in trade agreements, and supply chain/logistical problems (as witnessed during the COVID-19 pandemic). To mitigate logistical uncertainties and environmental impacts from extracting raw materials, there is a potential to recycle and extract critical materials from retired lithium-ion batteries.

In 2018, AB 2832 dictated a process for selecting participants for the composition of the Advisory Group and required submission of a report at the end of the process. As such, the Advisory Group submitted policy recommendations to the Legislature to ensure “...that as close to 100% as possible of lithium-ion batteries in the state are reused or recycled at end-of-life.” SCAG staff, Alison Linder, Senior Regional Planner, served as a committee member and chair of the Reuse Subcommittee from November 2019 – March 2022.

The committee developed recommendations in four primary areas including:

- Designation of end of life responsibility
- Access to battery information
- Economic opportunities around reuse and recycling industry development
- Safe and efficient reverse logistics

First, there was a need to designate responsibility for the battery at end of life. The report describes that no party is currently required to coordinate and pay for the collection, transportation, and processing of retired out-of-warranty batteries, which could create “stranded batteries” if individual consumers or small operations end up in possession of LIBs that they do not have the resources to dispose of properly. Without a mechanism to collect stranded batteries, they

may be unsafely accumulated, illegally abandoned, or improperly managed domestically and abroad. Two policies were recommended by the committee to address this. The first is a Core Exchange with Vehicle Backstop which requires either the dismantler or the EV manufacturer to take responsibility, and a Producer Take Back program which require the auto manufacturer to take responsibility for arranging reverse logistics, covering recycling costs and proper documentation. These recommendations are similar to extended producer responsibility programs which have been successfully implemented abroad.

Additional recommendations were developed: to increase access to battery information through physical labeling, digital identifiers, and universal diagnostic systems; to support development of an instate repurposing, reuse, and recycling industry; and to increase the safety and efficiency of reverse logistics through enforcement of unlicensed dismantling laws, universal waste regulation and additional training.

The committee was led by the California Environmental Protection Agency (CalEPA), the Department of Toxic Substances Control (DTSC), and the Department for Resources Recycling and Recovery (CalRecycle). In accordance with AB 2832, a report was submitted to the legislature. Additional policy development is needed to advance solutions for safe battery reuse, recycling, and disposal.

For more information, the report may be found here: https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/2022_AB-2832_Lithium-Ion-Car-Battery-Recycling-Advisory-Goup-Final-Report.pdf.

Additional information about the advisory group may be found at: <https://calepa.ca.gov/lithium-ion-car-battery-recycling-advisory-group/>.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - AB 2832



Policy recommendations and findings from the CA Lithium-Ion Battery Recycling Advisory Group

Dr. Alissa Kendall, UC Davis Civil & Environmental Engineering
Jessica Dunn, Energy and Efficiency Institute
Meg Slattery, Energy and Efficiency Institute



Agenda

- 1) Background information
 - a) California Assembly Bill 2832
 - b) Lithium-Ion Battery Recycling Advisory Group
- 2) Advisory group process for developing policy recommendations
- 3) Recommended policies
- 4) Industry development and research



California Assembly Bill 2832

In 2018, California Assembly Bill 2832 required the convening of the Lithium-Ion Battery Recycling Advisory Group whose mandate includes submission of policy recommendations to the Legislature to ensure “...that as close to 100% as possible of lithium-ion batteries in the state are reused or recycled at end-of-life” (Dahle, 2018)



Our team at UC Davis provided research support and facilitation for the advisory group



Alissa Kendall, PhD
Professor, Civil and Environmental Engineering;
Chair, Energy Graduate Group



Jessica Dunn, MS
PhD Candidate, Energy Systems



Meg Slattery, MS
PhD Student, Energy Systems
Affiliate, Lawrence Berkeley National Lab

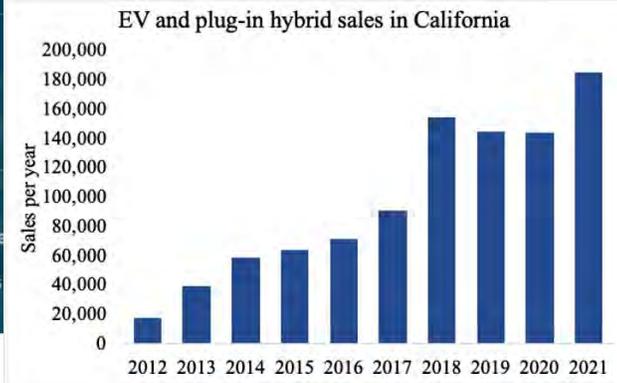


Hanjiro Ambrose, PhD
Postdoc, UC Davis
Engineer, Air Resources Board





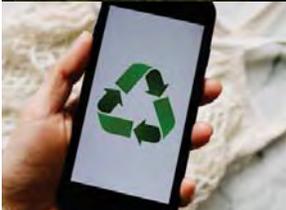
California is the national leader in EV uptake



Source: <https://www.gov.ca.gov/2022/02/25/california-leads-the-nations-zev-market-surpassing-1-million-electric-vehicles-sold/>



Why was this bill necessary?



- Retired EVs require different disposal and recycling than internal combustion engines
 - A lithium-ion battery is potentially dangerous if disposed of improperly
- Battery manufacturing is material intensive
 - Recycling old batteries provides an alternative source of critical materials
 - If recycling is done domestically, reduces dependency on foreign sources
- Mining of materials creates environmental and social issues
 - Recycling has the potential to reduce the amount of virgin materials required, thus reducing impacts





Lithium-Ion Battery Recycling Advisory Group

The advisory group consisted of 19 members from the automotive and battery industries, waste management, government agencies, and public interest organizations



Process for developing policy recommendations

- November, 2019 through December, 2020 was dedicated to knowledge-building. The Advisory Group heard presentations from the UC Davis researchers along with invited speakers from academia, industry, and government agencies.
- January, 2021 through March, 2022 was dedicated to policy development

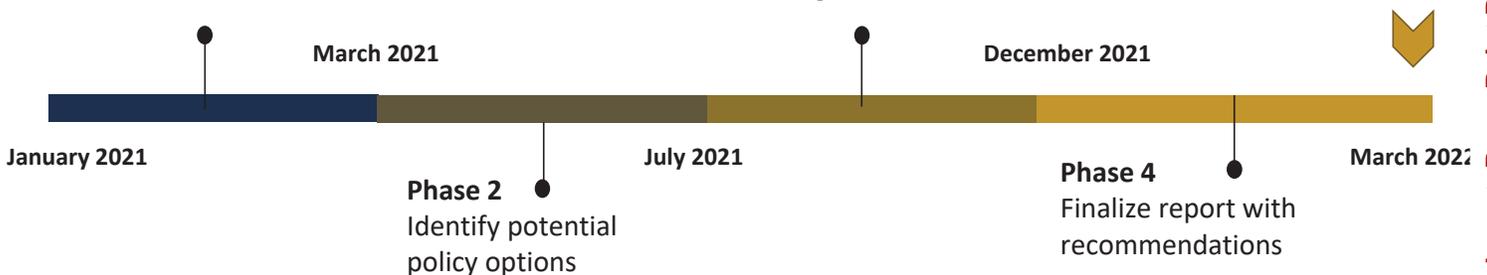
Phase 1

Identify barriers, opportunities, and existing landscape

Phase 3

Incorporate feedback and create rough draft

Final report





Primary Objectives

Responsibility of the battery at end-of-life emerged as the key concern for the Advisory Group

Additional areas of concern included...

- Increasing access to battery information
- Supporting repurposing, reuse, and recycling industry development
- Increasing the safety and efficiency of reverse logistics



Policy Recommendations for Determining Responsibility

Currently, no party is required to coordinate and pay for the collection, transportation, and processing of retired out-of-warranty batteries

- The pathway depends on the economic value and feasibility of reuse and/or recycling

Two versions of Extended Producer Responsibility (EPR) were recommended.

- Core exchange and vehicle backstop (*93% support by the advisory group (AG)*)
- Producer take-back (*67% support by AG*)





Determining Responsibility Policy Recommendations

Core exchange and vehicle backstop	Producer take-back
<p>For batteries replaced before EV reaches end-of-life</p> <ul style="list-style-type: none"> ● A core exchange program shall be used for the replacement battery <p>For EVs reaching end-of-life</p> <ul style="list-style-type: none"> ● If removed from vehicle by dismantler, the dismantler is responsible for ensuring the battery is properly recycled ● If an EOL EV is not acquired and removed by a licensed dismantler, the vehicle manufacturer shall be responsible for ensuring that the vehicle is properly recycled 	<p>The auto manufacturer is responsible to ensure proper recycling of the battery at no cost to the consumer. Responsibility includes</p> <ul style="list-style-type: none"> ● Arranging reverse logistics to transport the batteries ● Covering recycling costs ● Documenting the proper disposal of the battery



Access to information - identified barriers

Lack of access to information about battery packs is a barrier to safely and efficiently transporting, reusing, and recycling batteries at EOL

- The party removing the battery needs information about
 - the battery condition, to determine the next suitable use and whether any extra precautions are necessary
 - how to safely remove, handle, store, and ship high voltage batteries
- Reuse, refurbishing, or repurposing company needs information about the battery's SOH to ensure quality and provide performance guarantees
- Recyclers need to know the chemistry to sort batteries and process them at maximum efficiency





Access to Information

Policy	Purpose	Level of support (%)
Physical labeling requirement	Facilitate sorting to improve process efficiency; enable easy identification of battery/vehicle OEM	93%
Digital identifier	Identify LIB chemistry at EOL; identify responsible party for safe disposal; improve safety during disassembly	87%
Universal diagnostic system	Reduce cost of testing; enable performance guarantees for reused and repurposed batteries	53%



CARB Advanced Clean Cars II regulation

1962.6 Battery Labeling Requirements

- A. Company name of the vehicle and battery manufacturer
- B. Date of manufacture
- C. Identification of cathode chemistry, represented by a standard abbreviation
- D. Rated system voltage and cell voltage
- E. Count of individual cells in the labeled unit
- F. Rated capacity of the unit measured under existing life cycle testing standard (SAE J2288_202011)
- G. A digital identifier, linked to a data repository website



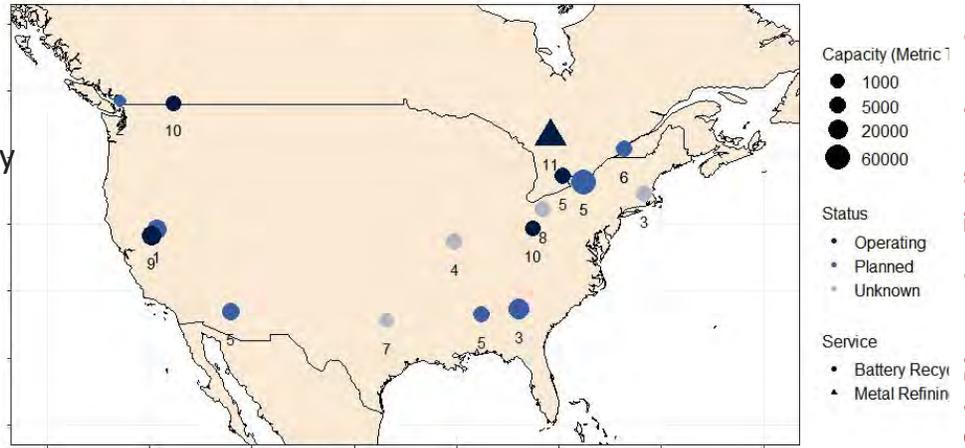
Source and additional information: <https://ww2.arb.ca.gov/sites/default/files/2021-12/draft%20zev%20battery%20label%201962.6%20posted.pdf>



Repurposing, reuse, and recycling industry development - identified barriers

- Long / unknown permitting process in California
- Upfront cost of recycling facility development
- Cost competitiveness and lifetime guarantees of reused, refurbished, remanufactured batteries

Recycling Facilities in the US and Canada



Support repurposing, reuse, and recycling industry development

Policy	Purpose	Level of support (%)
Recycling incentive packages	Mitigate upfront capital costs; encourage recycling within California	73%
DTSC permit timeline	Reduce cost of locating processing facilities within California	60%
Expand eligibility for battery storage systems	Enable cost-competitiveness with new batteries	67%





Safe and efficient reverse logistics - identified barriers

- Safety risks
 - Flammability, thermal runaway
- Cost of transportation
 - Represents about 50 - 60% of total recycling cost (Slattery et al., 2021)
- Location of EVs at end-of-life is unclear



Image source: <https://www.nbcnews.com/business/autos/federal-regulators-warn-risks-firefighters-electrical-vehicle-fires-n1271084>



Safe and efficient reverse logistics

Policy	Purpose	Level of support (%)
Support enforcement of unlicensed dismantling laws	Prevent environmental hazards and stranded batteries due to unlicensed dismantling	87%
Develop training materials	Improve safety and workforce capacity	93%
Support transportation research	Reduce transportation cost	100%
Develop strategic collection and sorting infrastructure	Reduce transportation cost	93%
Universal waste regulations	Reduce transportation cost and administrative burden	100%
Require pre-approval to bid on EVs at auctions	Enable tracking of EVs purchased at auctions	60%



Policies that did not receive majority support

Circular economy and quality recycling

- Recycled content standards
- Minimum material recovery targets
- Third-party verification
- Require design for reuse and recycling
- Reporting system for EV batteries retired from use
- Reporting system for LIB recycling and recovery rates

Support industry development

- Disassembly incentive packages



Thank you!

amkendall@ucdavis.edu





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
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hina Chanchlani, Associate Planner
213-236-1829, chanchlani@scag.ca.gov

Subject: Statewide Active Transportation Database Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

In June 2019, SCAG’s Regional Council approved Resolution No. 19-612-5, authorizing SCAG to enter into an agreement with the California Department of Transportation (Caltrans) to transfer and expand SCAG’s existing regional resource, the Active Transportation Database (ATDB), into a statewide database. Caltrans has retained a consultant, UC Berkeley Safe Transportation Research and Education Center (SafeTREC) to build upon SCAG’s ATDB for statewide expansion and to add improved functionality to meet the needs of Caltrans, Metropolitan Planning Organizations (MPOs), and local agencies to collect, store, and report pedestrian and bicycle data. California’s Active Transportation Program (ATP) has need of such a tool to ensure the standardization of data collection across ATP project applications and the evaluation of projects. This effort will include the migration of the existing SCAG database and modifications to the existing upload interface, mapping, and back-end server. It will also include expanded and ongoing data integration efforts for automated counters and other statewide sources. SCAG staff will assist with database transfer, database onboarding technical assistance, and initial support. SCAG’s ATDB transfer is anticipated to start in October 2022 and conclude this winter.

BACKGROUND:

The California Department of Transportation (Caltrans), through its role as administrator of the Active Transportation Program (ATP), has a need for a statewide pedestrian and bicycle count database and consistent methodologies for the collection and reporting of before/after project count data to meet legislative requirements for the ATP. The Active Transportation Resource Center (ATRC) was established to provide active transportation support to local agencies who may

apply to the ATP. This support includes establishing standardized methodologies and tools that all local agencies can utilize when conducting active transportation counts. SCAG's Active Transportation Database (ATDB) is an additional tool that Caltrans would like to offer to support local agencies.

SCAG is a statewide leader in the development and implementation of the regional ATDB, including the establishment of standardized count methodologies for collecting count data (including a mobile application), the development of associated tools necessary to collect data from automated counters, and the creation of project evaluation procedures. SCAG's ATDB allows users to collect count data using a variety of tools, while remaining consistent with the count methodology. There are currently more than 900 locations with count data available on the SCAG database. SCAG staff will work with Caltrans to transfer the ATDB to the state. This effort will include migration of the existing SCAG database and modifications to the existing upload interface, mapping, and back-end server. It will also include expanded and ongoing data integration efforts for automated counters and other statewide sources. SCAG staff will support with database transfer, database onboarding technical assistance, and initial support.

Caltrans is collaborating with UC Berkeley Safe Transportation Research and Education Center (SafeTREC) to develop a consistent statewide count methodology and to transfer, expand, and enhance SCAG's ATDB to include a userbase of the entire State of California. The project goals include:

- Improving active transportation data collection by setting statewide methodologies for counting and storing volumes of active transportation users;
- Establishing a statewide active transportation count data clearinghouse through an open-source database to store and provide tools for users to manage their count data and allow all validated data to be available to the general public;
- Ensuring the long-term viability of the database, including processes to safeguard the collected data and routine maintenance to conform to contemporaneous best practice as available tools and technology advance over time; and
- Aligning and integrating this effort with existing and planned active transportation data efforts at Caltrans, including the District 1 Census Network Design project, the Transportation System Network Replacement (TSN-R) and Geospatial Linear Referencing System (LRS) updates, and utilizing big data sets

Caltrans' project is anticipated to start in October 2022 and is anticipated to occur over a period of three years. The project will involve conducting engagement with agency stakeholders to understand how the database enhancements can meet their needs; collecting existing data from throughout the state to populate the clearinghouse; reviewing existing methodologies for count data collection and processing and developing guidance for best practice; conducting marketing to



spread the word about this resource; and conducting trainings throughout the state and producing training documentation. Note: the transfer of SCAG's ATDB will also start in October 2022 and is anticipated to conclude this winter. It is an initial task of this larger project.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP (050.0169.01: RTP/SCS Active Transportation Development & Implementation).



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
October 6, 2022

To: Transportation Committee (TC)
From: Scott Strelecki, Program Manager II
(213) 236-1893, strelecki@scag.ca.gov
Subject: Trade Corridor Enhancement Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Senate Bill 1 (SB 1) – the Road Repair and Accountability Act of 2017 invests over \$5 billion annually to fix California’s roads, bridges, freeways and puts more dollars toward transit and safety. SCAG plays a critical role in serving the region as a liaison through collaboration and partnerships. SCAG has expanded upon this role, supporting the region by working closely with agency members and partners to compete for SB 1 program funds, including the Trade Corridor Enhancement Program (TCEP).

The objective of the TCEP is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California’s portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. The 2022 TCEP Program Guidelines were adopted at the California Transportation Commission’s (Commission) August 17, 2022 meeting.

The 2022 TCEP cycle represents the third cycle since the program’s inception in 2018. SCAG as the region’s Metropolitan Planning Organization (MPO) is tasked with compiling project nominations from its respective agencies to the Commission. This includes a cover letter to be submitted by the

MPO with a list of all nominations, and confirmation of consistency or the lack of consistency with an adopted Regional Transportation Plan and if applicable, Sustainable Communities Strategy and adopted regional freight plan.

SCAG has been in regular dialogue with the region's key freight stakeholders including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), and private companies throughout the development of the TCEP. SCAG, through its own regional TCEP process, has provided a project nomination form to be submitted, a cloud-based location for uploading application information from each project lead sponsor, and overall schedule to ensure SCAG's ability to provide a recommendation on November 3, 2022, to both the Transportation Committee and Regional Council for the approval of the project nominations. This overall process will ensure that all components and steps are adhered to in order to meet the Commission's schedule deadline for all project nomination applications to be submitted by November 18, 2022.

BACKGROUND:

The objective of the Trade Corridor Enhancement Program is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021 by President Biden, continued the funding for the federal National Highway Freight Program that is used in the Trade Corridor Enhancement Program (TCEP). The following schedule lists the major milestones for the development and adoption of the TCEP:



Milestone	Date
Draft Guidelines presented to the Commission	June 29-30, 2022
Adoption of the Guidelines and Call for Projects	August 17-18, 2022
Project Nominations Due	November 18, 2022
Release staff recommendations	June 8, 2023
Program adoption	June 28-29, 2023

The 2022 Program will provide two years of programming in fiscal years 2023-24 and 2024-25 for an estimated total of \$1.051 billion (\$1,051,000,000) of TCEP funds. Any unused balance or savings generated will be added to the available funding in the following cycle. Over the two years in this programming cycle (2023-24 and 2024-25) it is estimated that \$246 million (\$246,000,000) of National Highway Freight Program Funds will be available and that \$805 million (\$805,000,000) from the Trade Corridor Enhancement Account Fund will be available.

After consulting the California Freight Mobility Plan and conducting a number of stakeholder workshops, the Commission has determined that the following corridors (a.k.a. freight regions) are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Placer, Fresno, Kern, Kings, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)
- Other (Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties)

In 2021, Commission staff led a workgroup of approximately 50 experts, including staff from Caltrans, regional agencies, and local governments, with SCAG highly engaged throughout the process. The workgroup held six meetings over the course of seven months to develop and come to consensus on the target methodology to be used for the TCEP. In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target. Per the Commission:

“The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.”

Programming Targets		
<i>(This table will be completed once the fund estimate is finalized.)</i>		
Statewide Target (40 percent of total funds)		
Caltrans		\$420,400,000
Regional Corridor Targets (60 percent of total funds) \$630,600,000		
	Percentage	Target
Bay Area/Central Valley	29 percent	\$182,874,000
Central Coast	2.5 percent	\$15,765,000
Los Angeles/Inland Empire	56 percent	\$353,136,000
San Diego/Border	10 percent	\$63,060,000
Other	2.5 percent	\$15,765,000

SCAG is focused on serving and acting as a liaison among city and county elected officials, urban planners and community organizations and local businesses as the designated metropolitan planning organization (MPO) for the six-county Southern California region. SCAG plays a critical role in partnering and working with various agencies towards building consensus and preparing for numerous funding opportunities and initiatives. This relates to direct programs managed by SCAG such as the Sustainable Communities Program (SCP), Last Mile Freight Program (LMFP), other pass-through projects and programs, as well as external grants and other project and program funding opportunities.

SCAG has continued to play a central role in the TCEP through working directly with key member and partner agencies, and their project teams including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), and private companies. This has included convening and representing the region through the development of program guidelines, as well as direct program processes throughout application steps.

As part of the application process and through all Program cycles, SCAG regularly provides collaboration, coordination and support for the TCEP, including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple

items to ensure transparency across the region, with recent efforts for the 2022 third cycle including substantial coordination with the Senate Bill 671 development process.

To align with the key deadlines from the Commission's TCEP schedule, SCAG has developed the following process and schedule:

- September 30, 2022: Project applicants submit TCEP Project Summary to SCAG
- October 7, 2022: SCAG creates project-specific cloud-based folders and shares links with project sponsors
- November 3, 2022: SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve
- November 4, 2022: Project applicants upload near-final application to project-specific cloud-based folders
- November 18, 2022: Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Regional Freight Plan. The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely to provide the cover letter, listing of project nominations, and confirmation of consistency with the Regional Transportation Plan/Sustainable Communities Strategy.

FISCAL IMPACT:

Work associated with this item is included in the FY 2022-23 Overall Work Program (OWP) budget under project number 130.0162.02, Regional Partner Agency Collaboration.



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
October 6, 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Emily Rotman, Junior Planner
(213) 630-1440, rotman@scag.ca.gov
Subject: SCAG Water Action Resolution

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

That the Energy and Environment Committee (EEC) recommend the Regional Council (RC) adopt a Water Action Resolution of the Southern California Association of Governments (No. 22-647-3), which the resolution affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt a Water Action Resolution of the Southern California Association of Governments (No. 22-647-3), which the resolution affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; and enhance water systems health and resilience.

RECOMMENDED ACTION FOR CEHD 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:

As part of the 2022-2023 Executive Administration Committee (EAC) Strategic Plan, the EAC identified water resilience as a core policy area for regional leadership. The Energy and Environment Committee (EEC) has received numerous presentations on the drought; recognizing the urgency of addressing local challenges related to water supply and infrastructure needs, the EEC recommended that SCAG take formal action. The proposed Water Action Resolution of the

Southern California Association of Governments affirms a drought and water shortage emergency in the SCAG Region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal. In September 2022, staff sought feedback on the draft Resolution from the EEC. Feedback from EEC members and stakeholders has been incorporated into the proposed Resolution. Experts on water issues in the region will speak at Regional Council to help inform discussion on the proposed Resolution.

BACKGROUND:

The SCAG region is expected to grow by 1.7 million residents between years 2019 and 2050 and jurisdictions must plan for a regional housing need of 1.3 million new housing units by 2029. Climate change continues to impact the SCAG region's health, safety and economic welfare as extended dry heat days and persistent aridity worsen severe drought in California, and these in turn the ability to manage and support healthy growth.

Although many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency, water use is outpacing water replenishment and reducing water supply at unsustainable rates. Clean, safe, and reliable water supply is central to Southern California's people, economy, and natural systems, and additional conservation actions as well as new infrastructure investments are needed to address the region's water challenges. With the past 22 years having been the driest period in the southwestern United States within 1200 years, planning for water resilience at regional and local scales has become increasingly important¹. Although Southern California water systems and planning do not yet account for persistent aridity, a shift towards greater local water reliance and efficiency can help mitigate and adapt to changing water supply and climate. Local water solutions include building upon underutilized resources, such as rainwater, grey water, stormwater, and water reuse and efficiency, as well as supporting the conservation and replenishment of water supplies, mitigating future water supply shortages, and investing in sustainable water infrastructure to ensure the health, safety, and welfare of communities, agriculture, and the environment can be sustained to support the projected economic and population growth of the region.

Additionally, extreme heat and ensuing periods of drought exacerbate challenges for both energy and water management and is a growing threat to lives and livelihoods across the state - especially for disadvantaged communities. The water-energy nexus was first recognized by the California Energy Commission in the 2005 Integrated Energy Policy Report in which it was found that 19 percent of California's total statewide electricity use – a third of non-power plant natural gas

¹ Williams, A.P., Cook, B.I. & Smerdon, J.E. Rapid intensification of the emerging southwestern North American megadrought in 2020–2021. *Nat. Clim. Chang.* 12, 232–234 (2022). <https://doi.org/10.1038/s41558-022-01290-z>

consumption and 88 billion gallons of diesel consumption -- are related to water. Water management and regional collaboration can play a prominent role in reducing energy demand and is a key part of the suite of solutions needed to help drive the clean energy transition forward.

In September 2022, staff sought feedback on the draft Resolution from the EEC and heard six verbal public comments. Staff have also been engaging with water agencies, community and non-profit organizations, members of the building and business communities, and experts in Southern California to ensure that the resolution addresses the region's water challenges and opportunities. Feedback from EEC members and stakeholders has been incorporated into the proposed Resolution, and those updates are summarized below:

- *References to the connection between water and supporting the region's housing needs and growth;*
- *Additional information on the economic impacts of drought in California, costs and affordability specific to California, and impacts of the water shortage in the Imperial Valley;*
- *Coordination with other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations;*
- *Address the cost-effectiveness and feasibility for a wide range of strategies and solutions; and*
- *Inclusion of additional strategies and opportunities for water acquisition and storage, training and education, state legislation and programs, and alternative and innovative technologies.*

In SCAG's role to bring Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities, the following actions, with proposed additions underlined below, are proposed for inclusion in the Resolution to reduce water use; improve water conservation, reuse, and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types².

² Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

3. SCAG shall, through the Resilience and Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy and Environment Committee.
4. SCAG's Energy and Environment Committee shall make recommendations to SCAG's Legislative/Communications and Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernization, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure (and other horizontal utilities) that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development as well as local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy and Environment Committee and seek guidance on the implementation of these aforementioned actions.

The proposed Water Action Resolution is included as **Attachment 1**.

Along with discussion of the proposed Resolution, at the Regional Council meeting two experts on water issues in the region will speak:

1. **Ellen Hanak** is Vice President and Director of the PPIC Water Policy Center and a senior fellow at the Public Policy Institute of California, where she holds the Ellen Hanak Chair in Water Policy. Under her leadership, the center has become a critical source of information and guidance for natural resource management in California. She has authored dozens of reports, articles, and books on water policy, including Managing California's Water. Her research is frequently profiled in the national media, and she participates in briefings, conferences, and interviews throughout the nation and around the world. Her other areas of expertise include climate change and infrastructure finance. Previously, she served as research director at PPIC. Before joining PPIC, she held positions with the French agricultural research system, the President's Council of Economic Advisers, and the World Bank. She holds a PhD in economics from the University of Maryland.

1. **Charles Wilson** serves as Executive Director and CEO of the Southern California Water Coalition (SCWC), a nonprofit, nonpartisan, public education partnership between cities, counties, business, industry, agriculture, and water agencies dedicated to securing reliable, affordable, quality water for Southern California. The SCWC was - established in 1984 - is a nonprofit, nonpartisan public education partnership dedicated to informing Southern Californians about water needs and the state's water resources. Through measured advocacy, SCWC works to ensure the health and reliability of Southern California's water supply. Spanning Los Angeles, Orange, San Diego, San Bernardino, Riverside, Ventura, Kern and Imperial counties, SCWC's approximately 200 member organizations include leaders from business, regional and local government, agricultural groups, labor unions, environmental organizations, water agencies, as well as the general public.

Wilson has been a leading public affairs professional in Southern California for more than 30 years and is a recognized leader in the industry. Wilson has spent the past 25 years in the electric utility industry with Southern California Edison where he led the development and implementation of third-party strategic planning and communication efforts and aligned company interests with local, state, and federal government officials and agencies.

Wilson also serves as principal owner of PC Consulting Services Inc, a consulting firm dedicated to providing strategic counsel, public affairs, government relations and communications to public agencies, private sector business clients and non-profits.

A graduate of UCLA, Charles earned his BA degree in political science with an emphasis in international relations and public administration. Wilson also earned his MA in Organizational Leadership from Azusa Pacific University.

FISCAL IMPACT:

Work for this item is covered under OWP item 065.4858.01, Regional Resiliency Analysis.

ATTACHMENT(S):

1. Resolution No. 22-647-3 - Water Resolution_Final
2. PowerPoint Presentation - Water Resolution ECC_Oct22_Final



RESOLUTION NO. 22-647-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A DROUGHT AND WATER SHORTAGE EMERGENCY IN THE SCAG REGION AND CALLING ON LOCAL AND REGIONAL PARTNERS TO JOIN TOGETHER TO REDUCE WATER USE; IMPROVE WATER CONSERVATION, REUSE, AND EFFICIENCY; ENHANCE WATER SYSTEMS' HEALTH AND RESILIENCE; AND SUPPORT INVESTMENTS IN WATER INFRASTRUCTURE AND CONSERVATION PRACTICES THAT SUPPORT THE REGION'S ECONOMIC AND POPULATION GROWTH AND FOSTERS PLANNING FOR THE REGION'S HOUSING NEEDS IDENTIFIED IN CONNECT SOCIAL

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

REGIONAL COUNCIL OFFICERS

- President Jan C. Harnik, Riverside County Transportation Commission
First Vice President Carmen Ramirez, County of Ventura
Second Vice President Art Brown, Buena Park
Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

- Executive/Administration Jan C. Harnik, Riverside County Transportation Commission
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Ray Marquez, Chino Hills

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, livable, sustainable, and economically resilient communities; and

WHEREAS, clean, safe, and reliable water supply is central to Southern California's people, economy, and natural systems; and

WHEREAS, the conservation and replenishment of water supplies, mitigation of future water supply shortages, and investment in sustainable water infrastructure are essential to ensuring the health, safety, and welfare of communities, agriculture, and the environment, and to supporting the projected economic and population growth of the region; and

WHEREAS, investments in sustainable water infrastructure are required to support the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA) including recycled water systems; greywater capture and reuse; groundwater recharge; and urban runoff capture; and

WHEREAS, climate change will continue to threaten California's water supply and water quality resulting from a combination of persistent and extreme drought conditions, increased volatility in precipitation, continued reductions in snowpack, unsustainable use of groundwater, decreased soil moisture, and higher overall in-stream temperatures1; and

1 Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). California's Fourth Climate Change Assessment Statewide Summary Report.

Attachment: Resolution No. 22-647-3 - Water Resolution_Final (SCAG Water Action Resolution)

WHEREAS, higher temperatures associated with climate-related extreme heat conditions will continue to increase demand for water use, reduce available water supply and groundwater replenishment rates due to environmental factors²; and

WHEREAS, infill and multifamily development generally require less water than expansive regional development patterns, and the type of new development has a significant bearing on more water use to maintain lawns and other landscaping³; and

WHEREAS, in July 2020 the State released a Water Resilience Portfolio that includes a set of actions to meet California’s water needs through the 21st century, with principles that include prioritizing multi-benefit approaches that meet several needs at once; utilizing natural infrastructure such as forests and floodplains; embracing innovation and new technologies; encouraging regional approaches among water users sharing watersheds; and incorporating successful approaches from other parts of the world; and

WHEREAS, in August 2022 the State released a Water Supply Strategy that lays out a series of actions aimed at preparing for an estimated 10% decrease in California’s water supply by 2040 due to higher temperatures and decreased runoff by developing new water through recycling and desalination; capturing and saving more stormwater, above ground and below ground; reducing use of water in cities and on farms; and improving all water management actions with better data, forecasting, conveyance, and administration of water rights; and

SUPPLY THREATS

WHEREAS, on April 21, May 10, July 8, and October 19, 2021, Governor Newsom issued proclamations that a state of emergency exists statewide due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought⁴; and

WHEREAS, on January 18, 2022 and June 10, 2022, the State Water Resources Control Board adopted two emergency regulations to help conserve water as climate change continues to disrupt California’s water system⁵; and

WHEREAS, the Colorado River Basin supplies approximately 55 percent of Southern California’s water⁶, and, on August 16, 2021, the US Department of the Interior declared the first-ever water shortage declaration in history for the Colorado River Basin as water flows and reservoir levels have dramatically declined due to climate change; and

² Ibid.

³ SCAG (2020). *Connect SoCal, Sustainable Communities Strategy Technical Report*,

⁴ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION* State Water Resources Control

⁵ State Water Resources Control Board (2022). *Water Conservation Portal, Water Conservation Emergency Regulations*.

⁶ Ibid.

WHEREAS, groundwater is a critical resource that accounts for 40 percent of California’s total annual water supply in normal years and almost 60 percent in drought years when surface water is less available, but California’s current groundwater levels are strained with approximately 63 percent of monitoring wells at historic lows⁷ and groundwater overdraft has led to land subsidence and damage to infrastructure, drying up of local wells, depletion of streamflows, and decreased water quality⁸; and

ECONOMIC THREATS

WHEREAS, recent analysis from University of California, Davis estimates that the 2016 drought in California resulted in over \$600 million in direct economic damages (annual losses) and resulted in the loss of 4,700 jobs⁹; and

WHEREAS, pressures from climate change, sanitation and water quality needs, and necessary infrastructure upgrades are placing increasing strain on water prices. Estimates of the cost to replace aging infrastructure in the United States are projected to be over \$1 trillion dollars in the next 20 years to replace outdated systems and could triple the cost of household water bills¹⁰; and

WHEREAS, California spends about \$37 billion annually on its water system, with 84 percent of funding coming from local water bills and taxes, and urban utilities must raise funds to replace aging infrastructure, comply with requirements, and update infrastructure to adapt to climate change¹¹; and

WHEREAS, projected increases in water rates over the next five years estimate that the percentage of U.S. households who will find water bills unaffordable could triple from roughly 12 percent to over 35 percent¹²; and

WHEREAS, monthly water bills have been growing two to three times faster than inflation in California’s urban areas and lower-income households across California face growing affordability challenges as water bills increase, with nearly 13 percent statewide of single-family households with water bills that exceed 2 percent of their annual incomes¹³; and

WHEREAS, water bills have been rising faster than inflation in many parts of California to cover rising costs and State Water Board estimates that 21 percent of California’s water systems have water rates that are unaffordable (i.e., cost 1.5 percent or more of median household income) for basic needs¹⁴; and

⁷ State of California Department of Water Resources. *California’s Groundwater Live Current Groundwater Conditions*.

⁸ Cooley, H. et al.(Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture*.

⁹ Medellín-Azuara, J. et al. (2016). *Economic Analysis of the 2016 California Drought on Agriculture*.20.

¹⁰ Mack, E, and Wrase, S (2017). *A Burgeoning Crisis? A Nationwide Assessment of the Geography of Water Affordability in the United States*.

¹¹ Chappelle, C. et al. (May 2021). Public Policy Institute of California. *Paying for California’s Water System*.

¹² Ibid.

¹³ Hanak, E. et al. (Mar. 2014). Public Policy Institute of California. *Paying For Water in California*.

¹⁴ Chappelle, C. and Hanak, E. (May 2021). Public Policy Institute of California. *Water Affordability in California Fact Sheet*.

WHEREAS, renters and low-income households are less likely to participate in water conservation and efficiency programs¹⁵; and

AGRICULTURE/NATURAL LAND/HEAT THREATS

WHEREAS, agriculture is an invaluable asset to the SCAG region but agricultural production is increasingly vulnerable to drought impacts, water shortages, and over-reliance on groundwater to withstand droughts¹⁶; and

WHEREAS, the direct economic impacts of prolonged drought on water quality and agriculture at national level are estimated to be greater than \$3 billion annually¹⁷; and

WHEREAS, the 2021 drought directly cost the California agricultural sector \$1.2 billion and approximately 8,745 jobs¹⁸ and the total impacts including other economic sectors are estimated at \$1.7 billion and 14,634 jobs; and

WHEREAS, climate change related increases in extreme heat days reduce available water supply through evapotranspiration, and can lead to deadly pathogens in freshwater sources¹⁹; and

WHEREAS, low water storage levels and water right curtailments as a result of drought reduced surface water deliveries to farms in 2021 and water shortages led to an additional estimated 395,000 acres of idled land and an estimated \$1.1 billion in crop revenue losses and increased pumping costs due to deficit irrigation²⁰; and

WHEREAS, the Colorado River is the Imperial Valley's only source of water and the Imperial Valley has been using less water, conserving over 7 million acre-feet of the Colorado River and California's water supplies²¹; and

WHEREAS, in June 2022, the Federal Bureau of Reclamation requested that states and Tribes in the Colorado River Basin, including California and the Imperial Valley that depends on water from the Colorado River, will need to collectively conserve between 2 to 4 million-acre feet in 2023²²;

¹⁵ Pierce, G. et al. (Mar. 25, 2021). *Solutions to the problem of drinking water service affordability: A review of the evidence*.

¹⁶ Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California's Fourth Climate Change Assessment Statewide Summary Report*.

¹⁷ Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency (2019). *California's Fourth Climate Change Assessment Statewide Summary Report*.

¹⁸ Medellín-Azuara, J. et al. (2022). *Economic Impacts of the 2021 Drought on California Agriculture. Preliminary Report*.

¹⁹ UNICEF (Mar. 18, 2022). *Water and the global climate crisis: 10 things you should know*. W

²⁰ Escriva-Bou, A. et al. (Apr. 2022). Public Policy Institute of California. *Policy Brief: Drought and California's Agriculture*.

²¹ Hanks, J. (Jun. 16, 2022). *IID Board President Issues Statement on Federal Hearing Examining Solutions to Extreme Drought in Western U.S.*

²² United States Bureau of Reclamation (June 14, 2022). Colorado River Basin. *Commissioner Touton asks Basin States and Tribes to conserve an additional 2-4 million acre-feet of water in 2023*.

WHEREAS, extreme heat increases demand for potable drinking water to offset certain heat-related health impacts²³; and

OPPORTUNITIES

WHEREAS, conserving water and local water supplies can support climate change mitigation and adaptation, as saving water and replacing imported water with water reuse and stormwater capture requires less energy and reduces greenhouse gas emissions²⁴; and

WHEREAS, water systems that rely on groundwater tend to have lower rates, as treatment and delivery costs are relatively low²⁵; and

WHEREAS, natural areas play an important role in groundwater recharge, protecting watershed and riparian areas, and ensuring clean drinking water for the region, and on October 7, 2020, Governor Newsom issued the Nature-Based Solutions Executive Order N-82- 20, that committed California to the goal of conserving 30 percent of our lands and coastal waters by 2030²⁶; and

WHEREAS, water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend limited water supplies²⁷; and

WHEREAS, within Metropolitan Water District of Southern California’s service area, the percentage of local water supplies has increased, providing over 50 percent of the water used in 2020 through use of groundwater, local surface water, recycled water, and recovered groundwater²⁸; and

WHEREAS, many Southern Californians and water suppliers have made progress in reducing water use and improving efficiency; however, water use is outpacing water replenishment and reducing water supply at unsustainable rates, and additional conservation actions are needed to address the region’s water challenges²⁹; and

WHEREAS, California could further reduce water use by more than 30 percent in cities and suburbs by investing in measures to use water more efficiently³⁰; and

²³ Gisolfi, C. (1993). *Water Requirements During Exercise in the Heat.*

²⁴ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 96.

²⁵ Chappelle, C. and Hanak, E. (May 2021). Public Policy Institute of California. *Water Affordability in California Fact Sheet.*

²⁶ Executive Department State of California (Oct. 7, 2020). *Executive Order N-82-20.*

²⁷ State Water Resources Control Board (May 24, 2022). *Resolution 2022-0018 TO ADOPT AN EMERGENCY REGULATION TO REDUCE WATER DEMAND AND IMPROVE WATER CONSERVATION.*

²⁸ Davis, M. (Jun. 2, 2022). *SCAG Energy and Environment Committee, The Evolving Role of Water in Regional Resilience Planning.* 92.; Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.*

²⁹ Mount, J., Ellen Hanak, et. al. (May, 2019). *Water Use in California.* Public Policy Institute of California.

³⁰ Cooley, H. et al. (Apr. 2022). *The Untapped Potential of California’s Urban Water Supply: Water Efficiency, Water Reuse, and Stormwater Capture.* The Pacific Institute.

WHEREAS, water is necessary to support growth in Southern California and build much-needed housing for the region, and a compact development pattern and the building of infill housing allows for less water consumption, greater water-efficiency, and lower infrastructure costs³¹; and

WHEREAS, Senate Bill 222 establishes the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income residential ratepayers³²; and

WHEREAS, the United States Conference of Mayors adopted a resolution in June 2022 clarifying that current state and federal funding of Metropolitan Planning Organizations (MPO) primarily supports transportation planning and related land use, stormwater and air quality considerations, and restricts use of funds for planning and technical assistance on many water related issues, which inhibits MPOs from holistically planning for water systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively³³; and

WHEREAS, SCAG has adopted mitigation measures for its most recent long-range plan, Connect SoCal 2020, related to coordinating and working with local jurisdictions and water agencies; encouraging regional-scale planning for improved stormwater management, groundwater recharge, wastewater and stormwater management, water quality management, pollution prevention, and drainage patterns; and fostering the implementation of urban greening, greenbelts, and community separator land use strategies that promote improved water quality, groundwater recharge, watershed health, reduced urban runoff, stormwater and rainwater collection³⁴; and

WHEREAS, SCAG is developing a Regional Resilience Framework to help local agencies adapt to persistently arid and drought conditions in the region, with guidance and policy direction from the Resilience & Conservation Subcommittee and Energy & Environment Policy Committee;

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of SCAG affirms a commitment to support implementing agencies plan for reduced water use; improved water conservation, reuse, and efficiency; enhanced water systems' health and resilience; and investments in sustainable water infrastructure and conservation practices that support the region's economic and population growth and fosters planning for the region's housing needs identified in Connect SoCal.

BE IT FURTHER RESOLVED:

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.

³¹ Decker, N. et al. (2020). *Right Type Right Place, Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030*. Terner Center for Housing Innovation.

³² California Legislative Information (September 1, 2022). *SB-222 Water Rate Assistance Program*.

³³ United States Conference of Mayors (June 2022). *Breaking Silos to Use the BIL Funding for Transportation, Land Use, and Water Planning*.

³⁴ SCAG (May 2020). *Connect SoCal Certified Final Program Environmental Impact Report*.

2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types³⁵.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.
4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernization, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.
6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.
9. SCAG shall advocate with partners such as the United States Conference of Mayors, the National Association of Regional Councils, and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional

³⁵ Keifer, J. and Krentz, L.(2018). *Water Use in the Multi-Family Housing Sector*.

development as well as local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.

11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of October, 2022.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

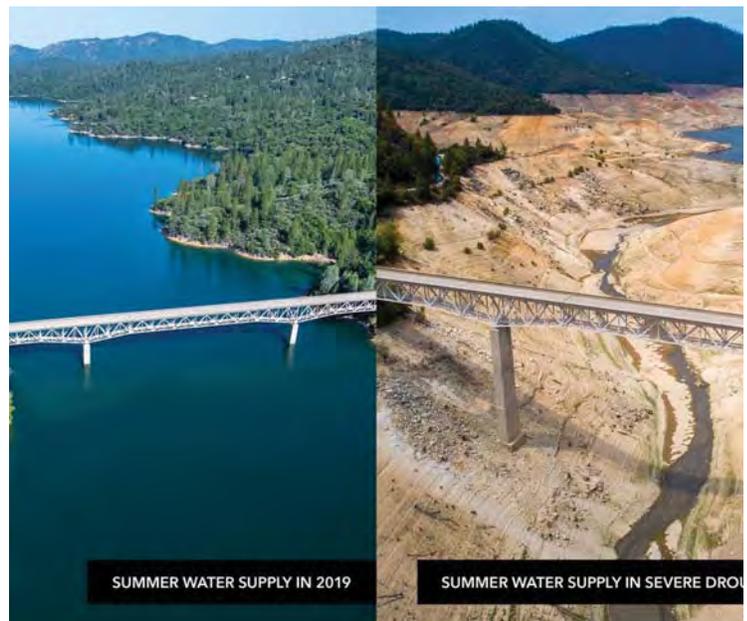
SCAG Proposed Water Action Resolution

October 2022

WWW.SCAG.CA.GOV

Background On Drought Conditions in California

- Second driest two-year period since 1895
- **100%** of California is "abnormally dry"
- **94.1%** of California is in "extreme drought"
- **16.6%** of California is in "exceptional drought" (the most severe condition)
- First-ever water shortage declared for the Colorado River Basin in 2022
- 60% of the state's water needs are met by groundwater, up from 40% in normal conditions



Economic Impacts of Drought in California

- \$1.7 billion and 14,634 lost jobs
- Including losses of \$1.2 billion and 8,745 jobs for the agricultural sector
- Significant impacts to agricultural sector as drought constrains water supply and increases water demands & raises costs and reduces revenue



3

Impacts to Local Agencies

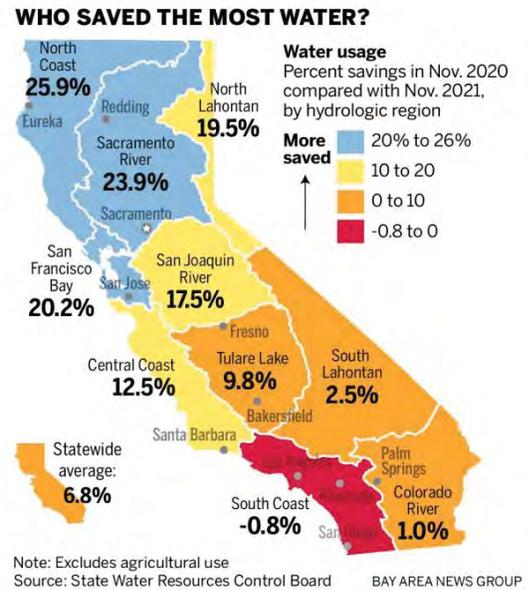
- Recent Executive Orders estimate a 20-30% reduction in water demand
- Water shortage emergency declared by many water districts, including the Metropolitan Water District (MWD)
- Current local water infrastructure may fall short of meeting needs for growth in many localities
- Local water agencies must submit Drought Response Plans



4

Potential Local Actions to Reduce Water Demand

-  Water conservation
-  Increasing water supply and storage infrastructure
-  Increasing groundwater and urban water runoff capture
-  Adoption of new technology and approaches
-  Water infrastructure resource support needed for local action
-  Sustainable land use patterns
-  Collaboration to tackle issues for regional solutions and advocacy



SCAG Water Action Resolution Proposed Direction (#1-3)

1. SCAG shall support best practices in resource conservation as well as an integrated planning approaches to help local jurisdictions meet housing production needs in a drier environment.
2. SCAG shall continue to work with local jurisdictions to encourage planning for context sensitive infill and multifamily housing development, which shows lower per capita water consumption rates than alternative housing types.
3. SCAG shall, through the Resilience & Resource Conservation Subcommittee, further explore regional water challenges and solutions and report findings for consideration by SCAG's Energy & Environment Committee.

SCAG Water Action Resolution Proposed Direction (#4-5)

4. SCAG's Energy & Environment Committee shall make recommendations to SCAG's Legislative Communications & Membership Committee to support legislative advocacy for increased resources for water infrastructure, including investments in repairs, modernizations, and enhancements of the region's aging infrastructure, that can serve the community and regional needs of Southern California and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. SCAG shall coordinate with local jurisdictions, water agencies, the State, and other stakeholders, including social and environmental justice organizations, housing groups, and public health organizations, to foster adoption of alternative groundwater recharge technologies, such as permeable pavements, surface infiltration, and well injection systems, and best practices to increase and maintain a sustainable water supply for the region.

7

SCAG Water Action Resolution Proposed Direction (#6-7)

6. SCAG will explore opportunities to support implementation of green infrastructure, greywater usage systems and policy, including the development of model ordinances and training and education programs, as well as urban cooling infrastructure with a focus on improving groundwater recharge and reducing water usage in urban areas.
7. SCAG shall hold an Industry Forum and seek national expertise on investments in sustainable water infrastructure that support housing production goals identified in the region's 6th Cycle Housing Elements.
8. SCAG shall identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.

8

SCAG Water Action Resolution Proposed Direction (#9-11)

9. SCAG shall advocate with partners such as the United States Conference of Mayors and other stakeholders for additional flexibility in the use of state and federal resources to support integrated planning and technical assistance for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater and air quality, as well as advocate for projects that expand water resources and infrastructure.
10. SCAG staff shall prepare a white paper on the state of water in the region that addresses multiple sectors; addresses issues related to water acquisition, storage, supply, demand and quality; identifies challenges and opportunities to support sustainable and resilient regional development and local jurisdictions in developing and implementing water planning efforts in an increasingly arid environment; explores the feasibility and cost-effectiveness of a wide range of strategies under an all-of-the-above approach to addressing the region's water challenges; and includes recommendations for practical ways to support implementing agencies.
11. SCAG staff shall periodically update the Energy & Environment Policy Committee and seek guidance on the implementation of these aforementioned actions.

9



THANK YOU!

For more information, please visit:

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
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Scott Strelecki, Program Manager II
(213) 236-1893, strelecki@scag.ca.gov

Subject: Achieving Zero Emissions for Commercial Fleets: An Overview by Nikola Corporation

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This item is in response to the Transportation Committee’s interest in having further information presented regarding zero emission (ZE) technologies. SCAG as part of its goods movement work continues to promote and support achieving benefits for economic growth, equity and public health, including alignment with the state’s goals and objectives for the transition towards zero emission (ZE) commercial vehicles and supporting infrastructure. Infrastructure in particular has been at the forefront of policy discussions of late as public and private stakeholders alike attempt to balance their respective needs and priorities. SCAG is highly supportive of the advancement for newer technologies and is equally committed to a technology agnostic approach.

While the top two Class I railroads in BNSF Railway and Union Pacific Railroad Corporation and airfreight operators play an important role in transporting goods domestically, the trucking mode continues to be the substantial dominant form of goods movement transportation that provides the lion’s share of intermodal facility connection needs, distribution and warehousing intermediary moves, and last-mile deliveries to physical retail stores and directly to residents and businesses alike for E-commerce.

Today, representatives from Nikola Corporation will be providing an overview of how newer technologies including battery-electric and hydrogen will look to scale within various trucking

markets, while also considering perspectives from shippers/beneficial cargo owners (BCOs) regarding how these technologies will need to fit within the supply chain system.

BACKGROUND:

SCAG through its Mobility Planning and Goods Movement Department has supported the region through numerous goods movement-related planning activities including the development of the region's first Last Mile Freight Program (LMFP), as well as on a wide variety of in-depth studies and analyses with respect to many complicated aspects of the movement of freight through the supply chain. At the forefront of much of this work is the SCAG region's need to continue to promote and achieve benefits for economic growth, equity and public health, including alignment with the state's goals and objectives for the transition towards zero emission (ZE) commercial vehicles and supporting infrastructure.

Infrastructure in particular has been front-and-center of policy discussions of late as public and private stakeholders alike attempt to balance their respective needs and priorities. The SCAG region is an expansive and essential geographic area when it comes to the global supply chain as this vast region supports consumption locally, across the U.S. and throughout North America. This includes:

- A growing population with over 20 million people when including San Diego County
- Nearly 1.6 billion in occupied industrial square feet
- The largest seaport complex in the Western Hemisphere with nearly 20.3 million twenty-foot equivalent container units (TEUs) transported the past twelve-month period as of July 2022
- Over 3.6 million air cargo freight tons the past twelve-month period as of July 2022
- Nearly 450,000 northbound trucks crossing the Calexico East Port of Entry (POE) the past twelve-month period as of July 2022, and over 1 million northbound trucks from Otay Mesa in San Diego County

While the top two Class I railroads, BNSF Railway and Union Pacific Railroad Corporation, and airfreight operators play an important role in transporting goods, the trucking mode continues to be the substantial dominant form of goods movement transportation that provides the lion's share of intermodal facility connection needs, distribution and warehousing intermediary moves, and last-mile deliveries to physical retail stores and directly to residents and businesses alike for E-commerce. With the SCAG region and southern California domiciling most the entire state's trucking industry vehicle capacity, it is to no surprise that as the focus continues to shift further with respect to commercial ZE vehicles, that there are important considerations such as:

- How will varying technologies like battery-electric and hydrogen fuel-cell fit, operate, and function within the current network of major intermodal and distribution and warehouse supply chain facilities?
- How are major shippers/beneficial cargo owners (BCOs) thinking about these shifts?

- How do we think about the direct connection of planning for the placement of supporting ZE infrastructure and roadway capacity needs across the goods movement system?

Nikola Corporation is at the crux of these challenges and has provided the following description of the company's business:

"Nikola Corporation is a technology and compliance solution provider manufacturing heavy-duty battery-electric vehicles, fuel-cell electric vehicles, and energy solutions. They are currently in production of their battery electric Class 8 Tre BEV, which is listed on the HVIP catalog and their fuel cell electric Class 8 Tre FCEV, coming to market in 2023."

"As a vertically integrated company, Nikola is actively developing projects across the entire hydrogen ecosystem - production, distribution, station development and dispensing. Nikola plans to address the historic concerns of deploying vehicles without the required infrastructure by building a robust fueling network to support FCEV fleets, starting in California."

"Achieving zero-emissions is not a zero-sum game. Battery-electric and hydrogen fuel cell electric technologies both have an important role to play."

SCAG is highly supportive of the advancement for newer technologies and is equally committed to a technology agnostic approach. Today, Nikola will be providing an overview of multiple technologies including battery-electric and hydrogen, with the objective of distilling various use cases for each respective technology across different trucking market segments, including perspectives on how infrastructure can be integrated into today's existing networks. Additionally, Nikola will be providing their perspectives on how shippers/BCOs view these technologies and what needs and considerations are of importance to meet today's consumer expectations for seamless physical and digital purchasing and delivery of products.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Nikola



OUR VALUES

DRIVE **FORWARD**
MOVE **FAST**
WORK **OUTWARD**
ACT AS AN **OWNER**

We **WORK OUTWARD** by considering the impact our efforts have on each other, our partners, and our customers



NIKOLA®

COMPANY OVERVIEW

- Founded in 2015
- Headquartered in Phoenix, AZ
- As of March 2022, **~1,012 employees**
- **+\$1.8B** of capital raised to-date¹⁾
- Business combination completed with VectoIQ and listed on NASDAQ in June 2020

STRATEGIC PARTNERS



CLASS 8 TRUCKS



H₂ FUELING ECOSYSTEM



¹⁾ Does not include undrawn value of equity line of credits (ELOCs) with Tumim Stone Capital LLC. As of Feb 2022 \$409M remains undrawn on ELOCs

DEALER AND SERVICE NETWORK

The dealer network is essential to providing a national sales and service network for customers

DEALER AND SERVICE PARTNERS ⁽¹⁾	RIG360 65	Wagner Equipment Co 11	Ring Power 14	HOLT Truck Centers 7	Carter Machinery 12	Alta 6	Quinn Company 12
127 in total							

Continued expansion across continental U.S. expected to continue throughout 2022

INFRASTRUCTURE
Shop bays, tools, diagnostics

COLLABORATION
Customers, dealers, service providers suppliers, component OEMs

COMMUNICATION
ERP in place and integrated with Service, Parts, Warranty

LOGISTICS
Footprint coverage, parts

SAFETY
Driver, techs, operating safety

SERVICE

ENGINEERING
Quality, durability, reliability robust 360 processes

TECHNICIAN PROFICIENCY
Certification process for primary ancillary vendors and dealers

WARRANTY
Policies, coverage and recovery from suppliers

DATA ANALYTICS
Predictive maintenance

WORK STANDARDS & PROCESSES
Preventative maintenance Engineered methods

¹⁾ Subject to execution of definitive documents

THE NIKOLA TRE EVOLUTION

Leveraging the IVECO S-WAY has increased speed to market for Nikola's BEV and FCEV Tre programs

IVECO S-WAY

LAUNCHED JAN 2019



NIKOLA TRE: BEV

COMMERCIAL DELIVERIES: Q2 2022



NIKOLA TRE: FCEV

EXP. COMMERCIAL DELIVERIES: Q4 2023



- Driver-centric design
- Europe focused

- Redesigned cab
- Platform Electrification (BEV)
- Up to 350-mile zero-emission range

- Leverages existing Nikola Tre platform
- Fuel-Cell integration (FCEV)
- Up to 500-mile zero-emission range

TRE BEV VALUE PROPOSITION

ZERO-EMISSIONS CLASS 8 TRUCK TRUSTED TO **SAFELY** DELIVER GOODS WITH CLASS-LEADING **POWER & RANGE**, AND AN ENHANCED **DRIVER EXPERIENCE**



Modular¹⁾ Battery with up to **350-mile range**



480kW/645HP Continuous



Maintenance & fuel **cost savings** for better TCO



Cabover design for **comfort, visibility** and **maneuverability**



Proven, safe, and **reliable platform**



Advanced **driver interface tech** and **connectivity**

¹⁾ Scalable battery pack configuration to support multiple product variants and applications

SPECIFICATIONS SUBJECT TO CHANGE

TRE BEV PILOT TESTING



Began **trials with TTSI** on 12/17/21
Two (2) Tre BEVs delivered

- Trucks have logged over 10,000 combined miles
- Achieved 93% total uptime
- Completed a 204-mile trip on a single charge, the longest range recorded by any BEV that TTSI has tested in their fleet

Driver Feedback

- Cab **roominess**
- Great **turning radius**
- High **visibility**
- Ride is **smooth and quiet**
- Strong **power and torque**

2022 TRE BEV PRODUCTION SCHEDULE

NIKOLA®

START OF PRODUCTION

COMMENCED MAR 21, 2022

SHIPPING

Fulfill customer orders - first production deliveries in **Q2 2022**

PRIMARY GATING ITEMS



BATTERY CELLS

Supplier allocation to support up to **~500** trucks builds in 2022

MODULES, BMS CHIPS, AND PACKS ⁽¹⁾

Supplier allocations support up to **300 - 500** truck builds in 2022

EXP. DELIVERIES 2022 300 - 500

¹⁾ Includes secondary source battery packs expected late Q4 2022

FCEV VALUE PROPOSITION

LEVERAGING THE TRE PLATFORM FOR FUEL CELL ELECTRIC



KEY ADVANTAGES

- 1) **RANGE UP TO 500 MILES**
- 2) **REFUELING TIME**
- 3) **LIGHTER WEIGHT**
- 4) **ZERO TAILPIPE EMISSIONS**
- 5) **H2 AN ABUNDANT CLEAN ENERGY**



1) Actual range will vary and depends on speed, temperature, topography and payload

TRE FCEV PILOT TESTING

ANHEUSER-BUSCH PILOT



Start of pilot on Jan 25th, 2022 with two (2) Tre FCEV Alpha Trucks:

- Kick-off pilot: trucks completed a **350-mile journey on one fueling**
 - Nikola HQ (Phoenix, AZ) to AB distribution center (Ontario, CA)
- The trucks were placed into daily service within AB's Southern California distribution network supporting the Van Nuys brewery for a duration of 90 days
- **FCEVs** accumulated **over 10,000 combined miles** and **hailed over 1.5 million lbs of product**
- Highest customer shipment GCW **81,780 lbs**
- **>90%** combined up time



FIXED CHARGING INFRASTRUCTURE

CHARGING PLAYBOOK - CONSULTING AND GUIDANCE



Depot requirements - electrical loads



Truck operational & duty cycle analysis



Charging optimization



Utility coordination - rates and incentives



Dealer energy solutions



Key input to TCO modeling

Charger Supplier



TRITIUM

Supplier since March 2020

Dealer Network



Deep expertise in power solutions

Infrastructure Solutions Providers

NIKOLA®

+

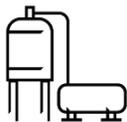
STRATEGIC & FINANCIAL PARTNERS

H₂ FUELING ECOSYSTEM⁽¹⁾

NIKOLA®

H₂ FUELING ECOSYSTEM

1) PRODUCTION



2) DISPENSING



3) DISPENSING



NIKOLA + STRATEGIC & FINANCIAL PARTNERS

TC Energy aps WV RESOURCES



OWNED/CONTROLLED BY NIKOLA

CONTROL H₂ MOLECULE THROUGHOUT ECOSYSTEM

NIKOLA + STRATEGIC & FINANCIAL PARTNERS

OPAL



¹⁾ Planned

CALIFORNIA HEAVY DUTY HYDROGEN FUELING NETWORK

SUPPORTING CALIFORNIA'S EMISSIONS REDUCTION EFFORTS STATEWIDE

- Supporting **ZEV drayage operations** at state's largest seaports and railyards
- Investing in **disadvantaged and low-income communities** most impacted by pollution from heavy duty freight transportation
- Providing a **seamless transition** for freight shippers from existing fossil fueled trucks to zero emissions

SUPPORT ESG GOALS

Nikola and Collaboration

- Identify locations on key corridors to collocate with hydrogen refueling
- Build awareness and engagement among heavy duty customers
- Support conversion to ZEV trucks through education, pilot programs, incentives, and infrastructure deployment
- Develop new line of Sustainable Business aimed at their core customers in region.
- Nikola to partner on funding programs in California
- Nikola improves application by providing decreased GHG emissions
- Nikola to provide operations, technical expertise, station demand and capital resulting in greater adoption of FCEV's
- Both Organizations benefit and progress to achieving ESG goals

TAKEAWAY

Nikola aims to provide its customers with operational flexibility throughout California by developing a statewide heavy-duty hydrogen fueling network



CONFIDENTIAL

HYDROGEN FUEL

SAFE, CLEAN, EFFICIENT

- Hydrogen is safely stored on site in either gaseous or liquid form.
- Atmospheric monitoring and designed to meet or exceed all NFPA (National Fire Protection Association) standards.
- Lighter than air and can safely dissipate.



Attachment: PowerPoint Presentation - Nikola (Achieving Zero Emissions for Commercial Fleets: An Overview by Nikola Corporation)

CONFIDENTIAL

HYDROGEN REFUELING STATION

SAFE, CLEAN, EFFICIENT

- Capable of supporting more than 100 quiet, clean, zero-emission trucks per day
- Stacked in line, enabling safe and efficient site access
- Covered with an overhead canopy that is angled for safe venting in the unlikely event of a hydrogen leak.
- Hydrogen storage tank and equipment safely mounted on a concrete pad with appropriate retention wall, curbs, security fencing, land lighting



© 2022 NIKOLA CORPORATION. ALL RIGHTS RESERVED

CONFIDENTIAL

NEAR-TERM ENERGY SOLUTIONS - MOBILE FUELERS⁽¹⁾

BEV & FCEV ADOPTION HURDLES

Permanent infrastructure → **12-18 months** to construct, permit, commission, and operationalize
 Requires a **commitment to a specific location**

Nikola's mobile charging solutions are designed to solve near-term barriers to adoption

TRE BEV



MOBILE CHARGING TRAILER

- To provide **immediate charging solutions** to fleets
- Locations → at depots or remote environments
- Low capital cost

TRE FCEV



Illustrative Rendering

MOBILE H2 FUELING TRAILER

- **Flexible solution** to test/enter new H₂ dispensing markets
- Fleets can use to flex new routes or regions
- 200 - 700 bar⁽²⁾ fueling options

¹⁾ Planned, subject to change
²⁾ 700 bar mobile fueling trailers will be available 2H 2022

NIKOLA





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
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Update on Connect SoCal 2024 Financial Plan Development: Core Revenues

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

EXECUTIVE SUMMARY:

A financial plan is a critical element of a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that identifies the source of funds from public and private sectors that can reasonably be expected to be available to support the region's surface transportation investments. This presentation will provide an update of the financial plan development for the 2024 RTP/SCS, referred to as Connect SoCal 2024.

BACKGROUND:

The 2024 RTP/SCS (Connect SoCal 2024) must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the transportation system as a whole, over the minimum 20-year planning horizon. This includes information on how the region reasonably expects to fund the projects included in Connect SoCal 2024, including anticipated revenues from federal, state, local, and private sources, and user charges. The plan must demonstrate that there is a balance between the expected revenues sources for transportation investments and the estimated costs of the projects and programs described in Connect SoCal 2024, ensuring that the plan is fiscally (or financially) constrained.

This presentation will provide an update on the Connect SoCal 2024 financial plan development, including the working draft revenue forecast. This presentation covers the initial core revenue forecast, which comprises projections of existing federal, state, and local revenue sources only.



Staff will report back in the near future on the estimated costs of projects and programs under consideration for inclusion in Connect SoCal 2024 and identification of potential sources of new revenue and innovative financing strategies that may be necessary to address the region's transportation needs.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (015.0159.01: RTP Financial Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - Update on Connect SoCal 2024 Financial Plan Development_Core Revenue Forecast



Update on Connect SoCal 2024 Financial Plan Development

Transportation Committee

October 6, 2022

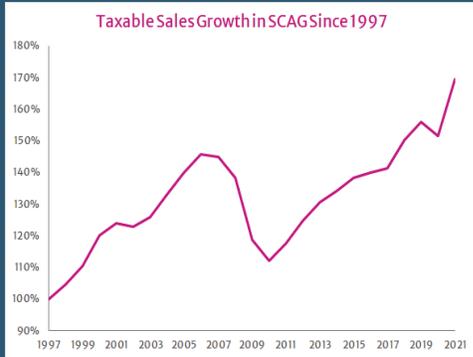
WWW.SCAG.CA.GOV

Core Revenue Forecast

Key Elements of a Financial Plan

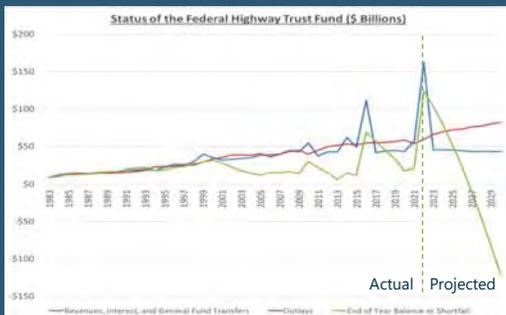
- Federal RTP requirement
 - Estimate of funding needed over 20-year life of RTP to implement recommended improvements, operate and maintain the transportation system
 - Reasonably available revenue sources
 - Core Sources - existing federal, state, and local sources
 - New sources / innovative financing - including but not limited to private funding, user charges, etc.
 - Balance expected revenue sources versus estimated costs
 - Financial constraint
- Assumptions
 - Builds off of county transportation commissions, state forecasts, federal apportionments, and others

Issues Impacting Connect SoCal 2024 Core Revenues



With eight transportation sales tax measures in the SCAG region providing the largest single source of revenue, even small changes in consumer behavior have significant effects on revenues that are available for transportation investments. The COVID-19 pandemic ushered in substantial reductions in consumer spending in the SCAG region, but taxable sales quickly rebounded and have increased from 2019 levels.

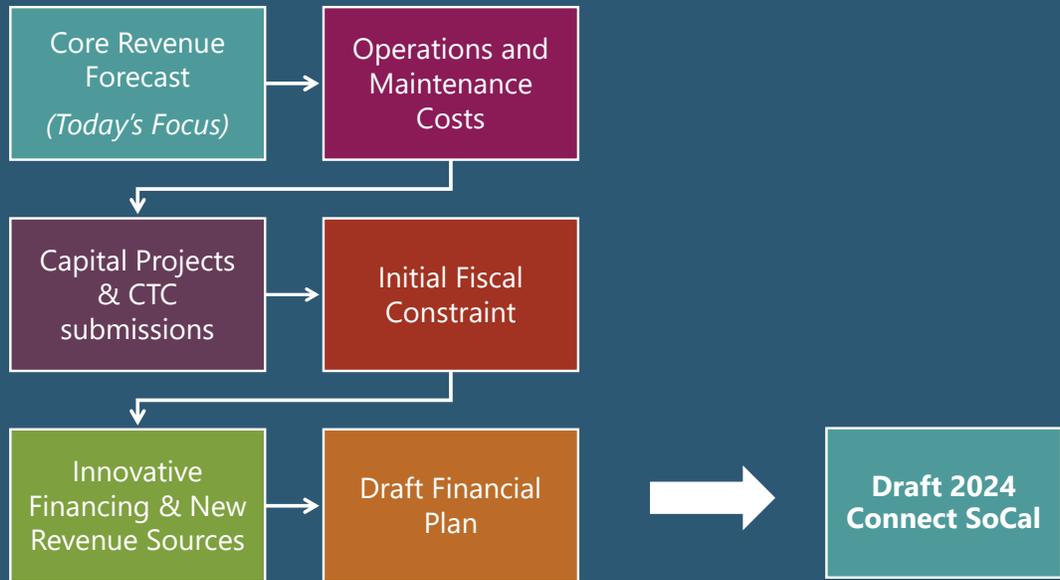
Issues Impacting Connect SoCal 2024 Core Revenues



Since 2008, the Federal Highway Trust Fund has required more than \$259 billion in General Fund transfers to remain solvent (including a one-time transfer of \$118B for IJA alone).

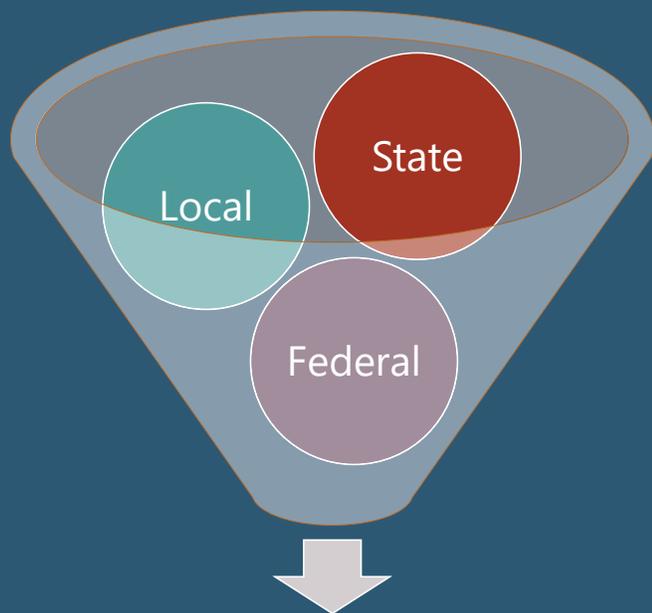
Increasing EV adoption, and fuel efficiency, will further reduce Highway Trust Fund revenues. A recent executive order requires all new vehicles sold in California to be ZEV by 2035.

Financial Plan Development Process Overview



Core Revenue Forecast

- We begin by forecasting existing transportation revenue sources



Core Revenue Forecast

Key Changes Since Last Forecast

- Planning horizon (2050) extends beyond some local option sales tax measures
 - OC Measure M: 2041
 - RC Measure A: 2039
 - SBC Measure I: 2040
- Infrastructure Investment and Jobs Act (IIJA) provides \$550 Billion (nationally) in new federal spending through 2026
- California planning to end sales of gasoline-only cars by 2035

Key Policy Assumptions and Forecast Sensitivities

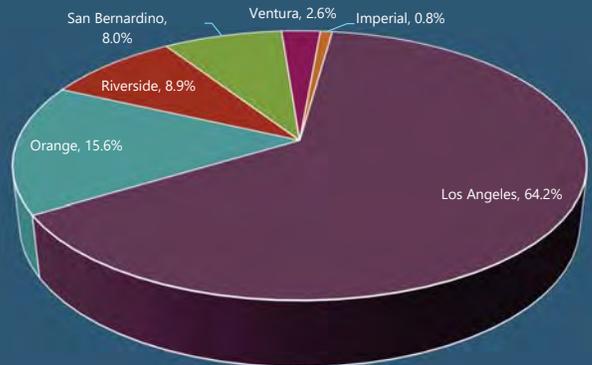
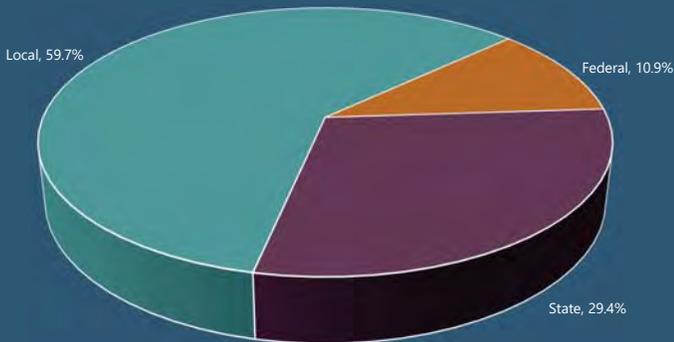
- Electric Vehicle Penetration – rate and fleet mix impact state and federal gas tax revenues, some compensation for state loss with SB 1 registration fees
- Sales Tax Growth – forecast impacted by long-term growth rates, potential measure extensions, local forecast updates, and inflation rate volatility
- Federal Funding – potential of continuation of newly established programs and increased federal funding levels after IIJA ends in FY26
- State Budget Surplus – thus far, state sources for transportation have been largely stable but monitoring potential flow of budget surplus funds to our region
- CMAQ – forecast reduced funding with continued progress towards air quality attainment

→ *We forecast long-term financial consistency despite short-term volatility of key indicators*

Working Draft Initial Core Revenue Forecast

Core revenues (nominal \$):
\$500 to \$600 billion

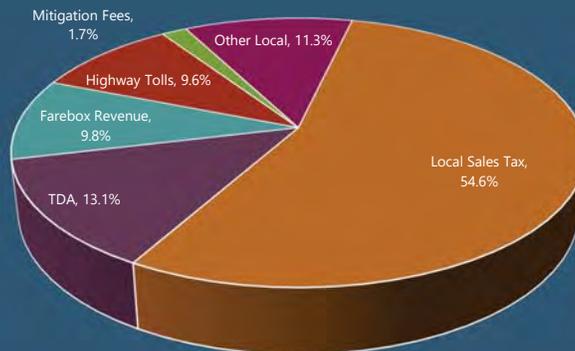
Core revenues by county (nominal \$):
\$500 to \$600 billion



Numbers may not sum to total due to rounding. Forecast subject to further revisions.

Working Draft Initial Core Revenue Forecast

Core revenues, local sources:
\$299 to \$358 billion (nominal \$)

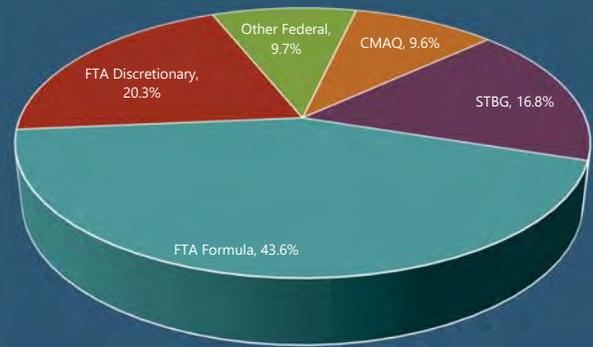
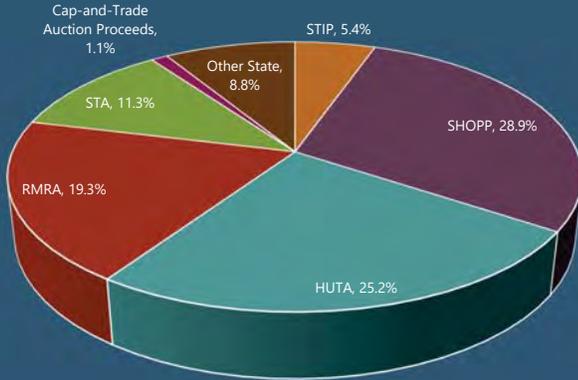


Numbers may not sum to total due to rounding. Forecast subject to further revisions.

Working Draft Initial Core Revenue Forecast

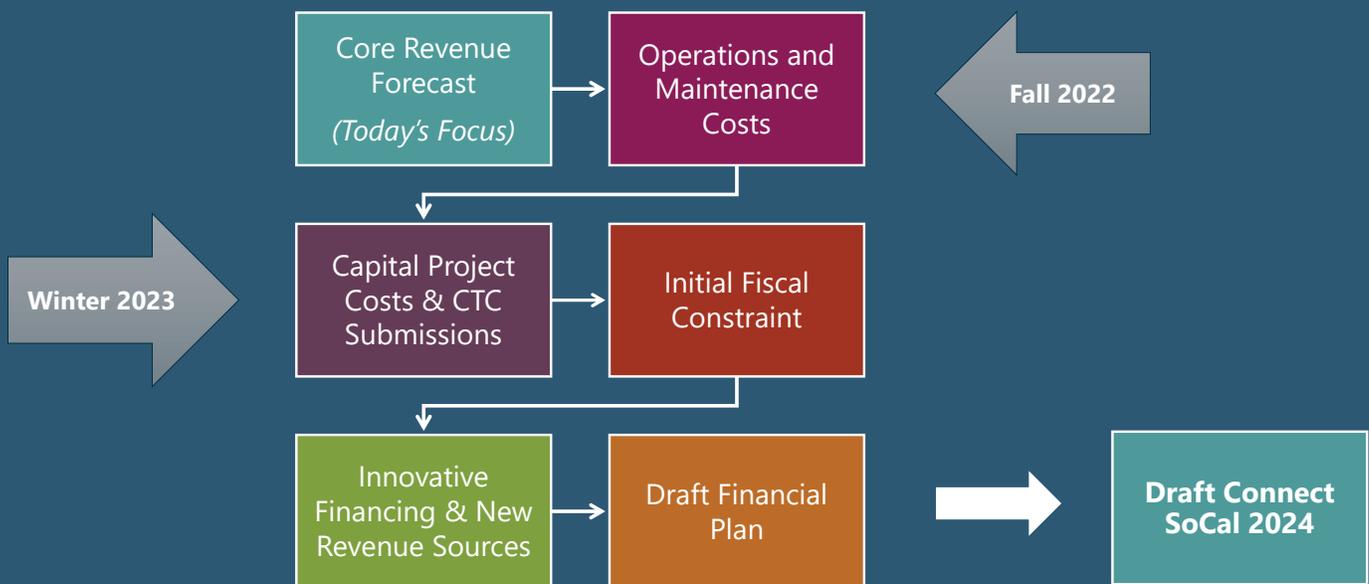
Core revenues, state sources:
\$147 to \$176 billion (nominal \$)

Core revenues, federal sources:
\$55 to \$65 billion (nominal \$)



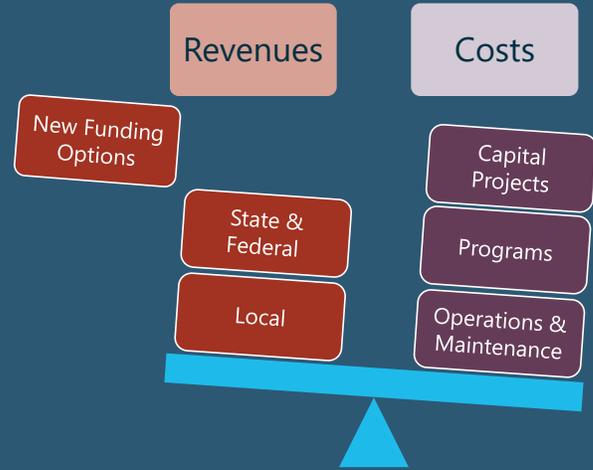
Numbers may not sum to total due to rounding. Forecast subject to further revisions.

Financial Plan Development Process Timeline



Next Steps

- Continue to refine initial core revenue forecast
- Continue to collect and analyze program and project costs
- Identify financial capacity and additional funding needs
- Identify options for new revenue sources and opportunities for innovative financing



THANK YOU!



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Prithvi Deore, Assistant Planner
(213) 236-1950, deore@scag.ca.gov

Subject: Curb Space Management Study

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The primary purpose of the Curb Space Management Study (CSMS) is to take a comprehensive and multimodal review of congested and complicated curb space locations within the SCAG region. With a need for improved mobility, reduced congestion and vehicle miles travelled (VMT)/vehicle hours travelled (VHT), and air quality benefits such as Greenhouse Gas (GHG) emissions, and now COVID-related impacts being critical to the region and its localities, a clear need exists to assess policies, strategies, and infrastructure investments, and their impacts on curb space activity.

The CSMS directly supports Shared Mobility & Mobility as a Service, one of the Key Connections in Connect SoCal, SCAG’s adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This Key Connection acknowledges that it is increasingly critical for cities to manage their curb space to ensure safe access for all people, and involving low-speed modes, ridesourcing, parking and local deliveries. The CSMS is leveraging and building upon the completion of SCAG’s Last Mile Freight Delivery Study (LMFS). While the LMFS was mostly focused on the commercial delivery and pick up of shipments, the confluence of vehicles utilizing curb space adjacent to loading zones and other commercial parking areas has been recognized as a pertinent issue.

The CSMS is a regional level collaborative effort divided into three parts:

- *Engagement: Outreach, participation and engagement with local jurisdictions, other agencies, education institutes, private stakeholders, community-based organizations, and communities;*
- *Assessment: Understanding the needs of the region through multiple cities in terms of curb space; and*
- *Policy & Strategies Consideration: Provide regional resources to support member agency curb space management interests/needs and insights on strategies related to curb space management.*

The study commenced in August 2021, and staff provided updates to the Transportation Committee in January 2022 and again in April 2022. The study completed in June 2022. Staff will introduce the CSMS and lead consultant, IBI Group, who will provide an overview of the study's efforts and outcomes.

BACKGROUND:

The curb space has gradually become recognized as some of the most valuable and in-demand public space in cities today. It is where movement meets access and is used in some way or form by every single resident and business.

The COVID-19 pandemic has highlighted the imbalanced nature of current curbside allocation, such as the over prioritization of personal vehicles, and the confluence of regulations. The pandemic provides a unique opportunity to promote novel and engaging discussions about the curbside, including who has “rights” to the curb space, accessibility and equity concerns, the impact that the use of curb space has on every aspect of city life, and how changes to curbside regulations can influence the desired streetscape.

The CSMS builds off previous work conducted by the Southern California Association of Governments (SCAG), namely the Last Mile Freight Delivery Study (LMFS). While the LMFS was mostly focused on the delivery and pick up of shipments via commercial vehicle operators and their relationships with retail/receiver customers, the confluence of vehicles utilizing curb space adjacent to loading zones and other commercial parking areas has quickly become a pertinent issue. Through the LMFS, groundwork was laid for stakeholder engagement, existing conditions analyses, data collection, and identification of strategies, recommendations, and pilot project concepts, as it relates to curb space activities. The CSMS incorporated these previous work efforts and went much further working directly with key stakeholders across the region such as cities, transit operators, private TNC and other shared-ride companies, as well as gaining further insights from commercial operators.

The primary purpose of the Curb Space Management Study (CSMS) was to identify opportunities to “reclaim” this valuable space through a comprehensive and multi-modal review of congested and complicated curb space locations within the SCAG region. Providing strategies and recommendations for curb space management and developing pilot project concepts for selected sites were core objectives of the study. This included a focus on benefits such as improved mobility, reduced congestion and vehicle miles travelled (VMT)/vehicle hours travelled (VHT), air quality improvements, improved economic activity, and reduced conflicts between users.

One of the key objectives of the Curb Space Management Study is to identify and outline a series of strategies and recommendations to resolve curbside challenges that can be implemented in cities across the region. This study focuses specifically on a subset of SCAG member cities, referred to during the project as “target cities”. The initial set of target cities include Riverside, Santa Ana, Santa Monica, and Anaheim. The stakeholder engagement process has included the project management team, Project Advisory Committee (PAC), City Advisory Teams (CATs), community stakeholders, and other private partners and stakeholders. Stakeholder engagement and analysis focused on identifying and reconciling multiple perspectives on curb space and considering multimodal characteristics. Engagement activities involved:

- Curb readiness assessment survey sent to all SCAG member agencies;
- Stakeholder interviews including the city project leads, city department and transit operators, city public stakeholders, and curb space vendors;
- CAT - with 6-10 representatives from the city agency departments;
- PAC consisting of CAT members as well as key curb space vendors and private technology innovators;
- Peer to peer exchanges where regional and national experts meet with the PACs; and
- Regional working group forum open to all regional stakeholders aiming to inform and educate on curb management concepts, ideas, and potential projects.

The stakeholder engagement helped in understanding the high priority problems, including:

- Major congestion caused by multiple modes contesting for high demand curb space;
- Curb regulations/inventory are out of date & do not reflect current demand/land uses;
- Lack of community education and appropriate signage at the curb to promote safety;
- Overflowing parking from residents in high-density, multi-family developments into less dense, suburban residential and commercial areas; and
- Lack of agency resources & staffing for parking enforcement.

The site selection process involved direct consideration from the stakeholder engagement, as well as the use of a parametric model and input from key staff and stakeholders from each city to identify segments with high curb space demand and several competing uses and user groups.

The site data collection process involved:

1. Inventory data collection which is completed in the first phase of the project
2. Site specific data collection
3. Demand data which is derived from existing datasets and site data

To effectively complete a curbside management and assessment related study, it is essential to have a complete inventory of the curbside. This is not simply the location of the curb, but also inclusive of all relevant assets and regulations that indicate what functions and activities users can and cannot do at the curbside. These were divided into three parts: Assets and Infrastructure, Physical Location, and Regulations. Creating a curbside inventory captures the supply side of the curb, but it is also important to understand the demand of the curbside. Hence, selected sites were also focused on capturing and understanding the curbside demand. Data was collected from across each of the cities to narrow down to three sites with a typical length being 3-4 blocks long.

Inventory data consisted of regulations (parking, no parking, no stopping, loading and use specific spaces with associated details such as time span, price and maximum stays, as applicable), physical locations of these points of interest, and assets and infrastructure (fire hydrants, signage, bike racks, greenery, curb cuts, cross walks, bus stops, parking meters, etc.). These data points were collected and digitized using CurbiQ's Curb Level Surveying method or CurbWheel method. Surveyors captured information and then entered the regulation information manually in the system using an app. For supply data, ESRI's field maps ap was used to collect the curb regulation data with very high precision.

Demand data was composed of events that occurred at the curbside for instance, occupancy, dwell time and turnover. It was collected through either curbside cameras or through dashcam footage. This demand data provided insight into curb space utilization. The key data findings for each site fed into recommendations, strategies, and pilot project workplans, while also supporting PAC and peer exchange discussions

Insights from engagement, literature, city goals, data findings, and surveys were distilled into unique areas that represented either problems or desired solutions at the curb. Unique insights were then organized into curb space management themes and then further organized into Best Practice Categories specific to the study. All themes and problem statements were then cross walked against additional factors to align with the study goals, city needs, and best practices. For each problem statement and its associated category, key strategies to solve that challenge were identified. As part of this, an overarching strategy along with a menu of options that provide an array of actions were presented. These were then organized into recommended pilot projects and accompanying workplans. These pilot project workplans can be utilized by the city directly to implement strategies and improvements, or can be altered using the toolkit approach based on factors such as specific engagement, changing demand, and funding availability, among others.

The study provides SCAG and its member cities with a set of tools and the direction needed to identify the steps and approach towards implementing a successful curbside management program via the study's toolkit. To further guide decision-makers, a workplan template and accompanying step-by-step guidance was developed to help any city in the SCAG region design, implement, and evaluate a curb space pilot. Additional supporting material on specific topics, such as equity, preliminary cost estimates, and public-private partnerships, are also included as supplementary material.

The recommendations from this study include the following:

- **Key problem statements for each city of the four participating cities were mapped to a series of pilot projects** (from the larger Menu of Options) that would address and improve the stated curbside need. Each pilot project was also mapped to a pilot area (one of the selected sites) and assigned a rank in terms of regulatory complexity and effectiveness/impact to allow for prioritization. These city-specific short-lists are intended to serve as the first steps in improving and intentionally managing each city's curbside space. They are targeted plans to address each city's critical curbside needs.
- **At least one pilot project was selected to be recommended for immediate implementation for each city.** Project cutsheets were developed to describe the project, including the pilot area, the problem statement it addresses, potential partners, and additional descriptors.
- **A workplan was filled out for the city's recommended pilot project** (at least one per participating city) to provide each City with a solid starting point and set them up for success.

The CSMS has leveraged the initial work completed by the LMFS through a comprehensive approach accounting for all users interacting with the curb, while looking to offer strategies towards effectively and intentionally managing the curb space within the SCAG region. The study allowed cities to evaluate the current state of their curb space, understand the various influencing factors and how the curb space can be better understood as a city planning transportation element, and provided the opportunity to create a vision of where each city is interested in taking their curb space objectives. SCAG's efforts to understand and assess regional curb challenges has allowed the agency to further collaborate and coordinate with various cities throughout the region across other programs including Call 3 of the Sustainable Communities Program and the Last Mile Freight Program. SCAG will continue to serve its member cities and their curb management interests through planning resources including process development, toolkits, and peer discussions and ad hoc session/workshop opportunities.

FISCAL IMPACT:

Funding for this project was included in the FY 22 Overall Work Program (OWP) in 145.4867.01 Curb



Space Management Study.

ATTACHMENT(S):

1. PowerPoint Presentation - Curb Space Management Study



SCAG Curb Space Management Study (CSMS)

Transportation Committee

October 6, 2022

WWW.SCAG.CA.GOV

Agenda

- 1 **Study Overview**
- 2 **Engagement**
- 3 **Site Selection / Data Collection**
- 4 **Approach to Recommendations**
- 5 **Example Pilot Project**
- 6 **Next Steps**





STUDY OVERVIEW

Study Overview

SCAG Curb Space Management Objectives

Primary Objectives of the CSMS :

- Provide various **curb space management strategies** and **recommendations for multiple cities** within the SCAG region; and
- **Develop a work plan for multiple pilot project concepts** and/or analysis plans for pilot projects currently underway.

CSMS Goals:

- Reduce VMT/VHT
- Reduce GHG emissions
- Reduce congestion
- Promote a balanced transportation system
- Improve quality of life

Defining the Challenge: Evolution of Curb Space Demands

Pre-2012

- Emergency Response
- Special Needs
- Vehicle Parking / RPP
- Commercial Loading
- Public Transit
- Safety
- Vending Trucks

2022+

- A LOT has changed!
- What curbside demands are next? Are we ready?
- Connected & autonomous vehicles
- State of readiness



5

Overview

Approach to CSMS



- Task 1:** Project Management & Coordination
- Task 2:** Agency & Stakeholder Coordination
- Task 3:** Existing Conditions & Site Selection
- Task 4:** Site Location Data Collection & Analyses
- Task 5:** Implementation Plan & Next Steps
- Task 6:** Final Report

Participating Cities

1A Cities: Anaheim, Riverside, Santa Ana, Santa Monica



1B Cities: Los Angeles, Long Beach



6

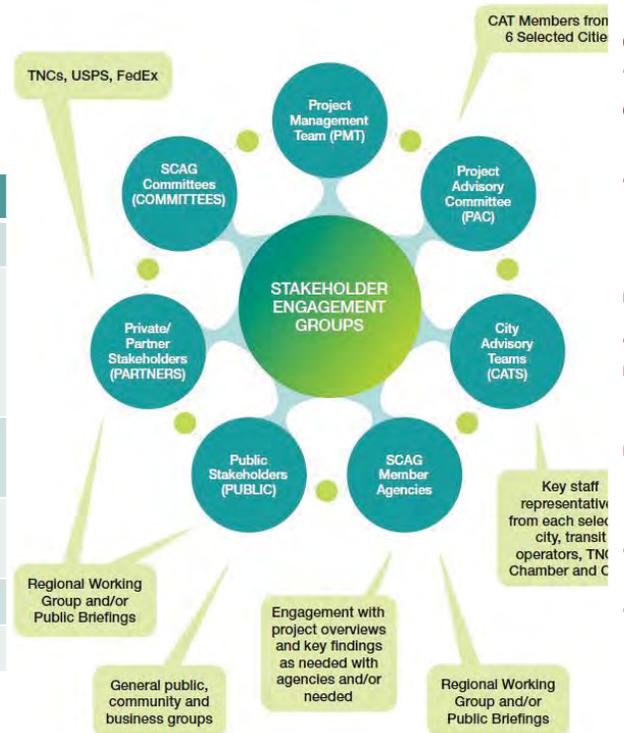


ENGAGEMENT

Engagement

Overview of Stakeholder Engagement

Engagement Activity	Participants
Curb Readiness Assessment	All SCAG member agencies
Stakeholder Interviews	6 x Project Champions 16x City Dept. & Transit Operators 5 x City Public Stakeholders 12x Curb Space Vendors
CATs (x3-4)	6-10 representatives from agency dept.
PATs (x3)	4 CATs + key curb space vendors & private technology innovators
Peer-to-Peer Exchanges (x3)	PATs + regional / national experts
RWG (x2)	Discussed in next slides



Regional Working Group

Purpose: a conduit to inform & educate regional stakeholders on curb management concepts, ideas, and potential projects.

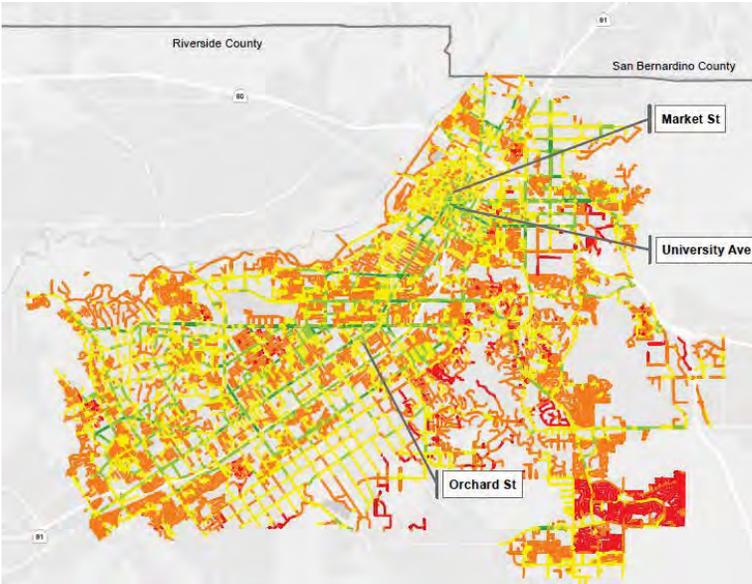
Goal: to provide a forum for cities to engage in peer-to-peer exchanges to:

1. Share challenges, best practices, & discover progressive solutions
2. Learn a structured approach to measure & track program success
3. Leverage peer experience & expertise to map a path forward for success
4. Identify achievable goals & strategies
5. Learn data collection & analysis efforts, potential pilot projects / strategies, etc. from other peers'



SITE SELECTION / DATA COLLECTION

Site Selection



Screenshot of Parametric Model



Data Collection

Inventory

- A georeferenced, digital record of all relevant infrastructure & information that pertains to the curb
- Components: regulations, physical location, assets & infrastructure
- Collected & digitized using CurblQ's Curb Level Surveying (CLS)



Demand

- Curbside events that can be analyzed to quantify curb space operations (e.g., occupancy, dwell time, turnover)
- Collected through either curbside cameras or dashcam footage



CurbIQ

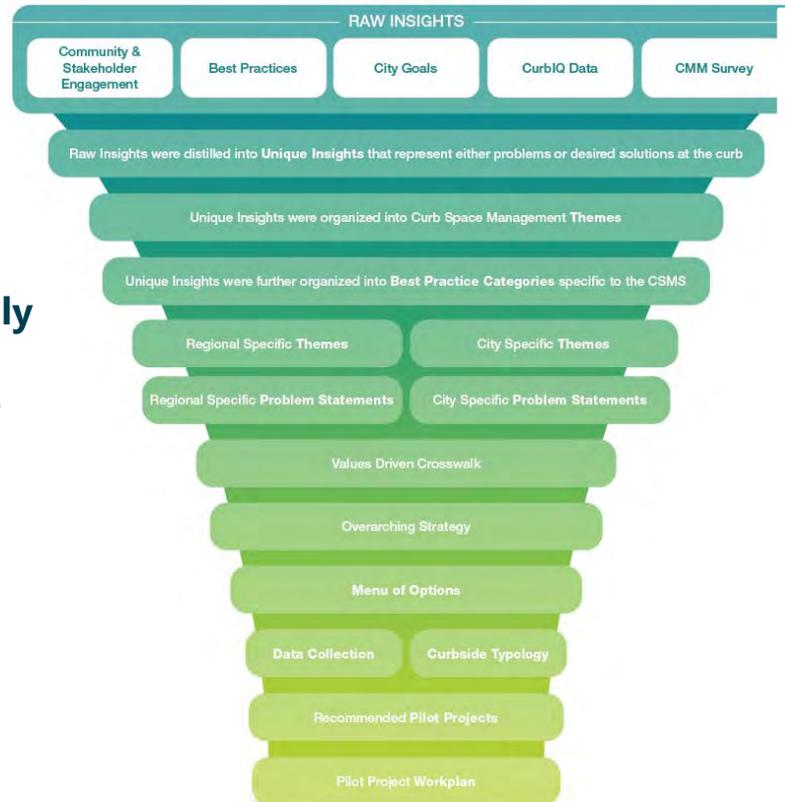
- A parking, curbside, and asset management software solution
- Curb space trade-offs were analyzed alongside the demand data to identify optimal solutions (e.g., walking distance from accessible parking spaces to key destinations)
- Can display and analyze data on an hourly, daily, and weekly basis



APPROACH TO RECOMMENDATIONS

General Curb Space Workflow

The overall approach to recommendations was to **systematically categorize and consolidate** all the inputs and insights gained through the existing conditions review and stakeholder engagement, until **manageable and logical recommendations** arise.

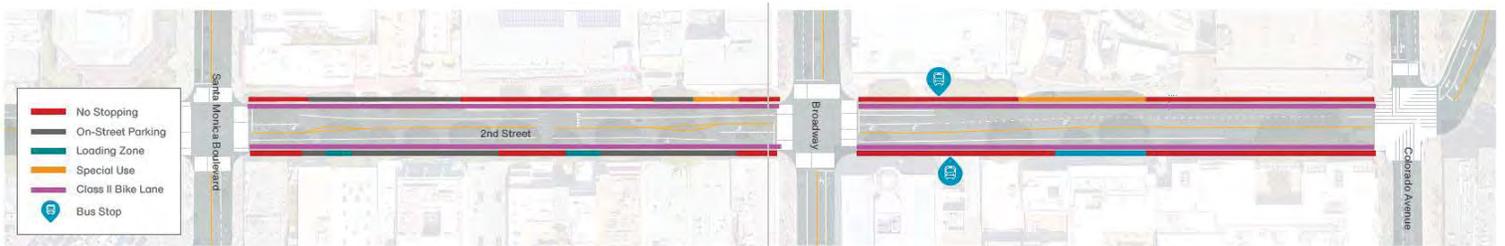


CSMS Tools

- Curb Space Management Themes
- Regional & City Specific Problem Statements
- Cross-walking against 3 additional factors
 - Problem Statement Category
 - SCAG's goals for CSMS
 - Best Practice Curb Space Management Categories
- Overarching Strategy and Menu of Options
 - Evaluated against regulatory complexity of action & effectiveness/impact
- Curb Typologies
- Workplan Template & Accompanying Step-by-Step Guidance
- Supporting material on specific topics, such as equity, preliminary cost estimates, and P3s



EXAMPLE PILOT PROJECT

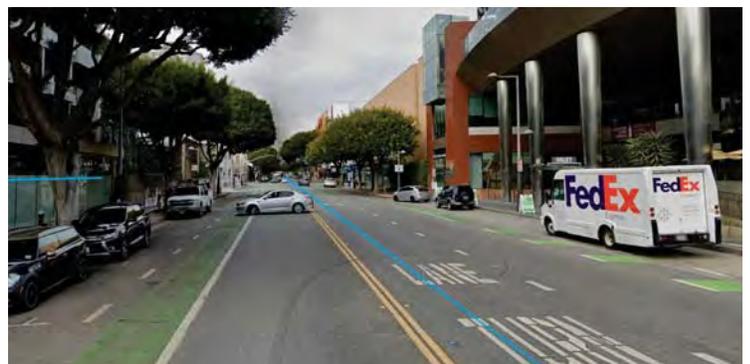


Santa Monica

2nd Street Between Santa Monica Blvd & Colorado Ave

Problem Statement

The area experiences a lot of illegal or double parking, but enforcement is difficult due to limited staff capacity.



Data Findings

- Parking occupancy rates are generally within the optimal range of 80%
- Need for both short- and long-term parking.
- Short term & loading activity is occurring in no-parking zones
- Double parking is a challenge with vehicles blocking the bike lane for ~20min
- Vehicles were found queuing while waiting for another vehicle to pull out of a space

Parking Occupancy



Average Dwell Time



19

Pilot Description

- Analyze bus lane enforcement opportunities at the 2nd & Colorado bus stop
- Install a fixed camera enforcement solution for an initial data collection period of 90 days.
- Install on-bus camera enforcement for an initial data collection period of 90 days.
- Evaluate remaining corridor utilizing low-cost data collection technology (e.g., lidar and computer vision) to determine other necessary changes to curb regulations, such as removal of on-street parking and adding more PUDO zones.
- Analyze the number of violations to compare solutions.
- Select technology based on outcome

20



NEXT STEPS

Next Steps

Summary / Next Steps

- The CSMS is an important step in effectively and intentionally managing the curb space within the SCAG region.
- Intentionally designing curbside space requires both staffing & funding resources as well as public and political buy-in.
- The CSMS provides cities the tools for success and a detailed road map to kick-start a re-imagining of curb management.
- SCAG is continuing to support its member agencies by undertaking further curb-related analysis through Call 3 of the Sustainable Communities Program and Last Mile Freight Program.
- SCAG will continue to serve its member cities and their curb management interests through planning resources including, process development, toolkits, and peer discussions and ad hoc session/workshop opportunities.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/curb-space-management-study>



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
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Future Communities Pilot Program Update

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

EXECUTIVE SUMMARY:

Staff is providing an update on the Future Communities Pilot Program (FCPP) and initial results and findings. The program pilots were approved by the Regional Council on February 7, 2019 with funding through a partnership with the Mobile Source Air Pollution Reduction Committee (MSRC) to demonstrate innovative pilot projects to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. The FCPP experienced delays due to the COVID-19 pandemic and MSRC has approved two timeline extensions that extend FCPP through June 30, 2023. Four of the eight pilots have completed project work and SCAG's Evaluation Consultant is currently refining project findings. The other four pilots are set to conclude in late spring/early summer, with a final report anticipated on July 1, 2023. Completed pilot findings and early results suggest successful VMT and GHG reductions across the various technologies tested to date.

BACKGROUND:

The Future Communities Pilot Program (FCPP) was approved by the Regional Council on February 7, 2019, and is designed to support city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions but also improve municipal operations using new technologies and enhanced data analytics. Since 2018, SCAG has partnered with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District to implement the FCPP in four phases: 1) Promising Practice Research, 2) Call for Projects, 3) Implementation, and 4) Evaluation and Final Report.

The first two phases were completed prior to the COVID-19 pandemic, but the second two phases – implementation and evaluation – have faced setbacks and delays due to the pandemic and some pilots continue to navigate through new challenges as they arise. Given the many obstacles each pilot has had to overcome, MSRC has approved program timeline extensions to provide additional time for continued implementation and evaluation. Impacts have ranged from minor to severe, which includes staff shortages to supply chain issues. For example, the City of Monrovia’s pilot program was redesigned to evaluate bikeshare impacts due to shared Lyft services being suspended in 2020.

Four of the pilots have completed implementation and evaluation, and SCAG staff is coordinating with internal staff and the Evaluation Consultant to release interim findings throughout the year and a final report as pilots conclude. Preliminary findings for four of the pilots indicate that project implementation has resulted in reduced VMT and GHG emissions, are scalable, and can be replicated across the region. Initial Findings are as follows:

1. San Bernardino: The San Bernardino County pilot, which allows County Sheriffs to submit, and process warrant applications has saved an estimated 143,500 VMT in the last six months, nearly doubling the County’s original anticipated VMT/GHG reductions and will contribute to a total reduction of over 300,000 VMT per year.
2. Riverside: The City of Riverside’s online planning and permitting portal saved an average of over 8,500 VMT every month and witnessed a 700% increase in usage once implemented.
3. Glendale: The City of Glendale pilot, which optimized refuse collection routes for the first time in the City’s history, experienced a 13% reduction in overall VMT across the board with 50 less trips to the dump each week.
4. Monrovia: The City of Monrovia’s bikeshare pilot was successful in recruiting and engaging with 500+ new bicyclists to gain valuable insight into bikeshare users’ preferences and behaviors, as well as reducing thousands of trips, most of which would have been completed by single occupancy vehicles and for shorter distances (3-4 miles on average).

The final report will be completed by June 30, 2022, and the project team will finalize individual pilot reports and release data upon completion. Data and findings from the pilots will be incorporated into the 2024 Connect SoCal Plan. For questions or further details regarding the FCPP, please contact Marisa Laderach, Senior Regional Planner, at laderach@scag.ca.gov.

FISCAL IMPACT:

Staff’s work budget for the SCP is included in the Overall Work Program (OWP) for fiscal year 2022-2023 under the following project numbers: 280-4824.02 and 280-4824.03.



ATTACHMENT(S):

1. PowerPoint Presentation - Future Communities Pilot Program Update



Future Communities Pilot Program (FCPP) Update

October 6, 2022

WWW.SCAG.CA.GOV

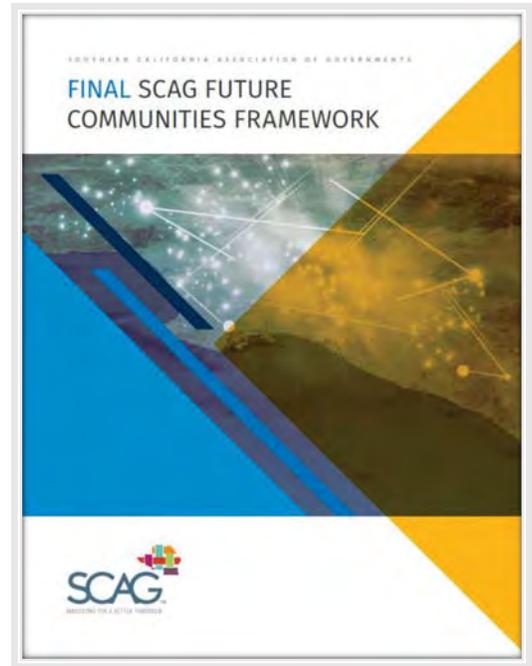


A BRIEF RECAP

What's been going on since 2019?

The FCF & The FCPP

- The FCPP originated in the **Future Communities Framework (FCF)**, adopted by SCAG's regional council in 2017
- The **Framework** supports SCAG's role as a leader in smart cities efforts
- It outlines several program areas and work products, two of which are still ongoing:
 - **The Regional Data Platform (RDP)**
 - **The Future Communities Pilot Program (FCPP)**



3

Program Background

- The FCPP has a program value of **\$4 million dollars**
 - With \$3M in special grant funding
- Project goals
 - Apply **new technologies and data analytics** to **reduce VMT & GHG**
 - Improve the efficiency of municipal services
 - Promote replicable pilots in the region
- Project work began in 2019 but was **significantly disrupted** by the Covid-19 pandemic



4

Connect SoCal 2020: Emerging Technology Policies

TABLE 2 Local Government & Transportation Agencies Emerging Technology Policy Matrix

	Land Use	Street Design	Pricing / System Mgmt.
Vehicle Electrification - light duty electric vehicles (EV) and charging stations.	Encourage EV charging at public fast charging locations, workplaces, and multi-family housing.	Encourage curbside EV charging stations and parking.	Provide rebates for charging stations and EVs.
Carshare - Cars that can be rented for a short period, either return-trip or point to point parking.	Encourage Carshare vehicles and parking as Transportation Demand Management (TDM) strategies at workplaces, and multi-family housing.	Provide more on-street parking spaces or "pods" for car share vehicles.	Include car share as a service available on a Mobility as a Service (MaaS) platform. See below for definition of MaaS. Encourage carshare use as an alternative to single occupant vehicles (SOV) in a congestion charging zone.
Micro-mobility (including Bikeshare) - combination of docked and dockless shared bikes, ebikes, and escooters.	Increase designated parking areas for micro-mobility devices.	Expand protected slow speed lanes for bikes and micro-mobility devices.	Include micro-mobility as a service available on a MaaS platform as a SOV alternative in congestion charging zones.
Smart Parking Systems - combination of variably priced metered parking, signs that indicate parking availability, and smartphone apps for payment and navigation.	Decrease cost of long term off-street pricing relative to on-street parking to encourage turn-over of on-street parking.	Implement smart, dynamically priced on-street parking with app based navigation in more urban areas.	Dynamically price parking by location, time of day, and even parking purpose (package delivery, v. passenger parking).
Transportation Network Companies (TNCs) - also called ridehailing, refers to companies like Lyft and Uber.	Reduce parking minimums for new developments based on research that demonstrates reduced parking need due to TNC usage. Consider how TNCs might support TDM at workplaces, and multi-family housing (e.g., guaranteed ride home, first/last mile).	Designate more pick-up and drop-off parking spaces, particularly at popular destinations to avoid dangerous double parking. Implement parking protected slow speed lanes to reduce conflicts with pick-up and drop-offs.	Include ridehailing as a service available on a MaaS platform. Use pricing (fees) on TNCs rides to encourage more pooled (multi-passenger) TNC rides.

5



THE PILOTS

A high-level overview of the eight pilot projects

6

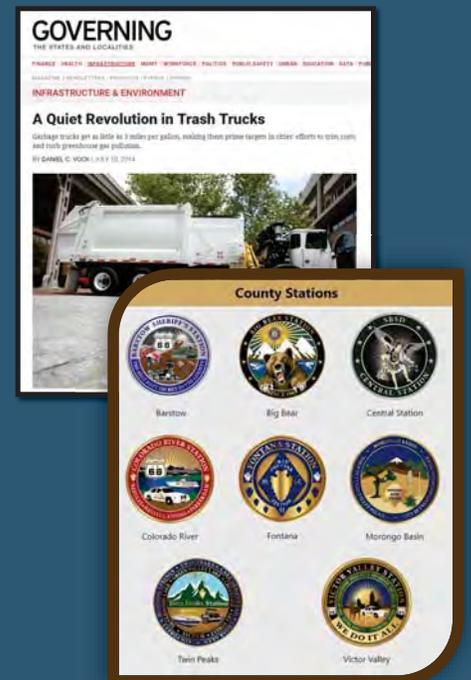
Rideshare, Bikeshare, Parking Pilots

- City of Anaheim: Smart Center City
 - Integrates real-time parking guidance with the ATN transit planning and ride hailing mobile application (FRAN)
 - FRAN: “Free Rides Around the Neighborhood” electric shuttle fleet
- City of Los Angeles: BlueLA Electric Carshare
 - Evaluates VMT/GHG reduction from the BlueLA fleet while surveying users for carshare preferences
 - Helps us better understand carshare user behavior and preferences
- City of Monrovia: “Biking for Bucks” Bikeshare
 - Encourages mode shift behavior, incentivizes bikeshare participation, and partners with local businesses for zero-emission delivery services



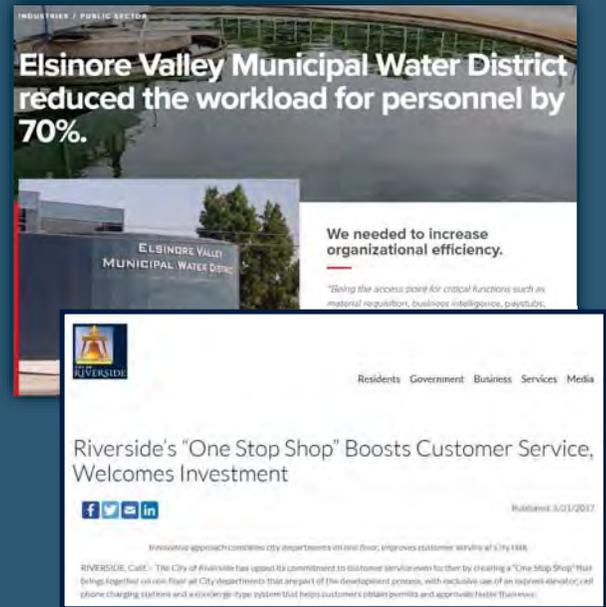
Improved Municipal Efficiency Pilots

- City of Glendale: Route Optimization and Fleet Telematics
 - Updating older street sweeping and garbage collection routes to reduce VMT, GHG, and congestion
- San Bernardino County: Remote Electronic Warrants
 - Upgrading the after-hours online system to a fully scalable, 24/7 platform to process warrant applications virtually
- City of Ontario: Smart City Rapid Validation Hub
 - Implementing broadband, micromobility, and intelligent trash bin infrastructure downtown
 - Scooters, docking stations in shopping and neighborhood hubs to provide quick trip options



Online Permitting Portal Pilots

- City of Cerritos: Remote Services Enhancement Project
 - Online permitting and licensing software program offering online self-service, 24/7 real-time information, and record access
- City of Riverside: Integrated Electronic Plans Solution
 - Online development permit process that coordinates review through eight city departments, dozens of blueprints, and multiple rounds of review



EVALUATION AND NEXT STEPS

Program evaluation framework

Key Performance Indicators

- VMT reduction
- Air quality
- Costs
- Productivity
- Experience

Indicator	Description	Expressed As	Indicator	Description	Expressed As	
PM ₁₀ (Particulate Matter)	Fine particles that are 2.5 micrometers in diameter or smaller.	Pounds of pollutant emissions	VMT Reduction	Vehicle Miles Traveled (VMT)	Estimation of distance traveled over a period of time	Total miles traveled
				Number of Trips	Number of round trips taken by affected vehicles.	Total number of trips
				Average Trip Length	Average distance traveled by affected vehicles per trip (may be 1-way, round trip or fixed route)	Average Mile
CH ₄ (Methane)	One of the most potent greenhouse gas, produces up to 21 times as much warming as CO ₂ .	Pounds of pollutant emissions	Air Quality Impacts	CO (Carbon monoxide)	Pollutant gas, which plays a role in the formation of ground-level ozone.	Pounds of pollutant emissions
				CO ₂ (Carbon dioxide)	The most common greenhouse gas, contributes to the amount of heat absorbed by the atmosphere.	Pounds of pollutant emissions
Program Costs	Average price to provide the service for a defined unit quantity of VMT.	Cost of service operation per VMT		NO _x (Nitrous oxides)	Family of pollutant gases, which play a role in creating ozone (smog).	Pounds of pollutant emissions
				Cost Savings	Savings in labor, fuel, maintenance, etc., as a result of pilot operation.	Changes in capital and operating costs
Productivity	Measure of how many people used or have access to the product or service, measured by customers or end users within a given radius of sites served by the pilot.	Total number of customers/users served		ROG (Reactive Organic Gases)	Family of pollutant gases, which affect the rates of ozone production, particle formation and growth, and oxidant consumption.	Pounds of pollutant emissions
				Resource Utilization	Changes in the number of vehicles required to serve the market or operate the service	Average number of vehicles in service
User Experience	Measure of how products and services meet or surpass customer expectation.	Customer and operator survey results	SO _x (Sulphur oxides)	A family of pollutant gases, which can combine with water and air to form sulfuric acid -- the main component of acid rain.	Pounds of pollutant emissions	
			Disadvantaged Communities Impacts	Changes to access or quality of services available to Environmental Justice or Disadvantaged Communities.	Households affected (Census, ACS groups)	
				PM _{2.5} (Particulate Matter)	Coarse dust particles that are 2.5 to 10 micrometers in diameter.	Pounds of pollutant emissions

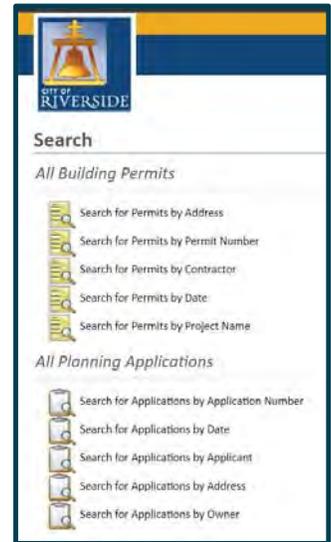
11

Findings to Date, Early Results

- Riverside, Glendale, Monrovia, and San Bernardino County have concluded
- SCAG staff and the FCPP’s Evaluation Consultant are preparing a variety of materials for public release in October and November
- Early results and findings for the first half of the pilots are very promising
 - Each contributed to VMT and GHG reduction in their own way
- Offers unique perspectives from different typologies and at different times
 - Pre-pandemic, peak-pandemic, and ongoing pandemic conditions
 - Rural, suburban, and urban contexts testing different types of technologies

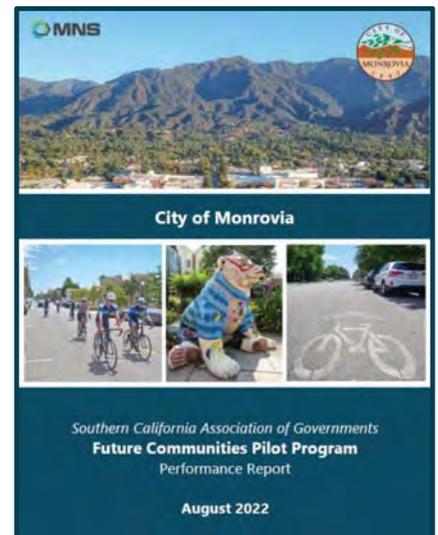
City of Riverside and San Bernardino County Results

- San Bernardino County’s **Remote Electronic Warrants Program**
 - As the geographically largest County in the US and California, VMT savings are significant
 - Originally estimated to remove 150,000 vehicle miles traveled per year, yet a six-month period of data collection in 2022 alone shows 143,500 miles saved
- Riverside’s **Integrated Electronic Plans Solution**
 - Online permit submissions increased 700% after implementing the new implementation portal
 - Each online application submittal removes, on average, three trips to City Hall
 - This averages a VMT reduction of over 8,500 vehicle miles traveled per month



City of Glendale and City of Monrovia Results

- Glendale’s **Route Optimization Program**
 - Trash and recycling routes had a 13% overall decrease in VMT, with 50 fewer journeys to the dump each week
 - The program maximized the existing fleet to reduce the need for additional staff or trucks
- Monrovia’s **“Biking for Bucks” Bikeshare Program**
 - Despite a smaller sample size for participants (approximately 500 people), the pilot provided valuable insight into to bikeshare preferences and behaviors
 - SOV trips replaced by biking were on average 3-4 miles long
 - Overall monthly VMT reduction of approximately 3,000 miles
 - VMT reduction is limited to the number of participants, but this type of pilot is scalable and has potential for significant VMT reduction



Immediate Take-Aways

- Online portals are incredibly popular and growing in demand
 - Interest in permitting solutions and online services continues, particularly following the pandemic and the shift toward online activity
- Route optimization projects are impacted significantly by available resources and constraints
 - Mileage and costs are greatly influenced by the adding or removing of a single truck, both short and long term
- Bikeshare programs have the potential for significant VMT reduction
 - But it requires equally significant participation rates and increased bicycle safety to protect users
- Despite the pandemic disruptions, pilots have thus far been successful in meeting program goals and helping us understand the benefits and challenges with each technology

15

Project Status and Next Steps

- As of October 2022:
 - Completed pilots, preparing pilot reports and summaries to disseminate:
 - City of Riverside
 - City of Glendale
 - City of Monrovia
 - San Bernardino County
 - Pilots to be completed by late Spring/early Summer 2023:
 - City of Cerritos
 - City of Los Angeles
 - City of Anaheim
 - City of Ontario
- **Program and final report complete by 6/30/23**



16

Project Status and Next Steps

- The program will provide several useful deliverables:
 - Final report, VMT/GHG studies, case studies, implementation toolkits, best practice guides
- When complete, the FCPP ultimately will:
 1. Reduce and quantify emissions-producing VMT through the application of new technologies
 2. Help us better understand new technologies in a variety of contexts and communities
 3. Develop and share best practices and replicable pilot concepts throughout the SCAG region
 4. Identify and encourage innovative policies which improve municipal operations and decrease costs



VMT
REDUCTION



AIR QUALITY
IMPACT



PROGRAM
COSTS



PRODUCTIVITY



USER
EXPERIENCE



THANK YOU!

For more information, please visit:

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



AGENDA ITEM 12
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
October 6, 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kate Kigongo, Manager of Partnerships for Innovative Deployment
(213) 236-1808, kigongo@scag.ca.gov

Subject: REAP 2021 County Transportation Commission Partnership Program
Guidelines

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG has developed guidelines for the County Transportation Commission (CTC) Partnership Program, funded by the State’s Regional Early Action Planning Grants of 2021 (REAP 2.0). The Guidelines have been developed with input from the CTCs to align with the adopted REAP 2.0 Program Framework and the State’s final REAP 2.0 Program Guidelines. The guidelines are open for a public comment period, which opened on September 21, 2022, and will close on October 12, 2022. SCAG will seek Transportation Committee and Regional Council approval on the program guidelines on November 3, 2022. SCAG will incorporate the guidelines into the final REAP 2.0 application to the State. This presentation will provide an overview of SCAG’s REAP 2.0 programs and discuss next steps.

BACKGROUND:

The State’s Regional Early Action Program (REAP) 2.0 grant supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty through the following program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Furthering Fair Housing; and

3. Reducing Vehicle Miles Traveled.

REAP 2.0 is a grant program established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Funding comes from the state general fund, and approximately \$600 million is available statewide. The program is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region formula share is \$246,024,084.

The California Housing and Community Development Department (HCD) is the State's administrative lead for the program and worked in collaboration with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB) to develop detailed guidelines for implementation. All REAP 2021 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

On July 7, 2022, the Regional Council approved SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for suballocating funds SCAG will receive through the state REAP 2.0 grant program. The Framework includes three major funding programs: the Early Program Initiatives, the County Transportation Commission (CTC) Partnership Program, and the Housing Supportive Infrastructure Program (HSIP).

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

The Partnership to Affirmatively Transform Homes (PATH) Program will support strategies to accelerate infill development leading to increased housing supply, choice, and affordability. The CTC Partnership Program and Regional Pilot Initiative Program will connect infill housing to daily services and increase travel options that support multimodal communities to shift travel modes. The Early Program Initiatives tie this work together by building capacity for planning innovation across the region through advancements in community engagement and partnerships, data driven decision making and performance measurement and monitoring. All strategies will reduce VMT and will affirmatively further fair housing by fostering racially equitable and inclusive communities; retaining and increasing affordability, especially in high-resource areas; and protecting existing residents, especially lower- or moderate-income residents from displacement. All programs will support the needs of residents in disadvantaged communities and communities that have been historically left behind including in areas of high segregation and poverty. The strategies funded through SCAGs REAP 2.0 programs will help achieve the state planning goals, implement the 6th Cycle housing

elements, meet RHNA goals, and move the region toward achieving the Sustainable Community Strategy in SCAG’s Connect SoCal Plan. The strategies will also help reduce greenhouse gas emissions, support the development of more livable communities that provide lower-cost housing choices, conserve natural resources, offer transportation options, and promote a better quality of life.

SCAG has allocated \$95 million to REAP 2.0 transportation initiatives and is developing two programs to implement projects. The first is an \$80 million CTC Partnership Program, focused on a robust partnership program between SCAG and County Transportation Commissions (CTCs) to fund county-specific pilots and projects. The second is a \$15 million Regional Pilot Initiatives Program (RPI Program), which will identify, evaluate, and award funding for regional or local pilots and projects that achieve regional transportation goals and objectives. SCAG anticipates that this may present further opportunities for CTCs to collaborate with SCAG on potential joint efforts.

OUTREACH

The CTC Partnership Program was developed in the SCAG REAP 2021 Program Framework following feedback from CTCs, as part of a CTC Working Group. The CTC Working Group is comprised of representatives from Imperial County Transportation Commission, LA Metro, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transit Authority, and Ventura County Transportation Commission. A draft of the CTC Partnership Program guidelines was developed and discussed during the June 2022 meeting of the CTC Working Group. Further, SCAG staff met one-on-one with the CTCs in August and September to identify potential projects and to receive input in advance of developing final program guidelines. SCAG will continue to meet with the CTCs monthly until the application opens in early 2023.

SCAG is currently seeking input on the REAP 2.0 CTC Partnership Program Guidelines. All stakeholders who live or work in the SCAG region are encouraged to review the draft guidelines and submit feedback on the draft guidelines as presented, including any changes proposed. All feedback received will be considered. The public comment period opened on September 21, 2022 and will close at 3:00 p.m. on October 12, 2022.

CTC PARTNERSHIP PROGRAM GUIDELINES – OVERVIEW

The CTC Partnership Program will provide immediate benefit to the region by supporting transformative planning activities aligned with Key Connection strategies identified in Connect SoCal, that can be implemented quickly to advance new concepts for reducing VMT while simultaneously achieving other program goals for REAP 2.0. Key Connection strategies focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG has developed program guidelines, provided as Attachment 1, that outline program requirements, eligible projects and applicants, and the application process. The guidelines also reflect the guiding principles established in the REAP 2021 Program Development Framework.

Based on the final REAP 2.0 Program Guidelines and in alignment with the upcoming HCD-issued REAP 2021 notice of funding availability, and reflecting feedback from one-on-one meetings with the CTCs, the CTC Partnership Program guidelines include the following eligible activities and uses that meet REAP 2021 goals:

1. Realizing Multimodal Communities:

- a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.
- b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
- c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
- d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.

2. Shifting travel behavior through reducing driving:

- a. Studying roadway pricing feasibility and implementing road pricing programs.
- b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.
- c. Funding and implementing parking and transportation demand management programs or ordinances.

3. Increasing transit ridership:

- a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.
- b. Developing and implementing multimodal access plans to and from transit facilities
- c. Planning for additional Housing near transit.

The CTC Partnership Program is intended to implement Key Connection strategies included in Connect SoCal and support new concepts for reducing VMT. Of critical importance to SCAG is to demonstrate VMT reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and health vulnerabilities. SCAG is also prioritizing project concepts that are regionally significant and can be scalable with long-term viability. SCAG specifically seeks applications for the following four categories:

1. **Transit Recovery** – examples include capital improvements to increase bus speed and reliability and improve customer experience
2. **Mobility Integration & Incentives** – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. **Shared Mobility & Mobility Hubs** – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. **VMT Bank & Exchange Programs** – examples include local or regional VMT mitigation programs

Applications will be reviewed by SCAG staff immediately following the application deadline and will be assessed on activity eligibility, nexus to the state program objectives, including VMT reduction, alignment with REAP program objectives and SCAG regional priorities. Once an application is approved, SCAG will provide the CTC with a conditional award letter. The final funding award will be approved by the Regional Council. All projects and activities funded by this program must conclude by January 30, 2026.

NEXT STEPS

Staff will close the public comment period on October 12, 2022, and consider and incorporate feedback into the final guidelines. On November 3, 2022, staff will bring the guidelines to Transportation Committee and Regional Council for approval, and to authorize the opening of the call for projects in early 2023, pending State approval of the REAP 2.0 final application. Staff will submit the final application to the state by December 31, 2022.

Staff will ensure CTCs have sufficient time to deliver their programs within the grant directed timeframes. SCAG staff will regularly meet with CTCs about proposed projects and encourage CTCs to reach out to their respective jurisdictions and transit agencies. SCAG staff will also hold information consultation meetings with CTC staff to discuss project eligibility as proposed project lists evolve.

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP, once REAP 2.0 funding is received, with no fiscal impact on the existing budget.

ATTACHMENT(S):

1. PowerPoint Presentation - REAP 2.0 CTC Partnership Program
2. REAP 2.0 CTC Partnership Program Guidelines (Draft)



Regional Early Action Program (REAP) 2021

County Transportation Commission Partnership Program

October 6, 2022

WWW.SCAG.CA.GOV

REAP 2.0 INTRODUCTION

AB140 – FY21-22 state budget (May revise)

- ~ \$600 million statewide, \$500 million formula allocations to MPOs
 - ~ \$246 million = SCAG region's formula share



Important Dates

December 2022
Final Application Due to State

June 2024
All REAP 2.0 Funds Obligated

June 2026
All REAP 2.0 Funds Expended

SCAG's REAP 2.0 Program Areas

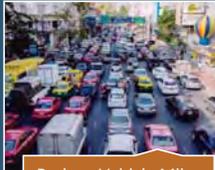
REAP 2.0 QUICK FACTS

"Transformative planning and implementation activities" which implement the regional Sustainable Communities Strategy (SCS)

REAP 2.0 Objectives



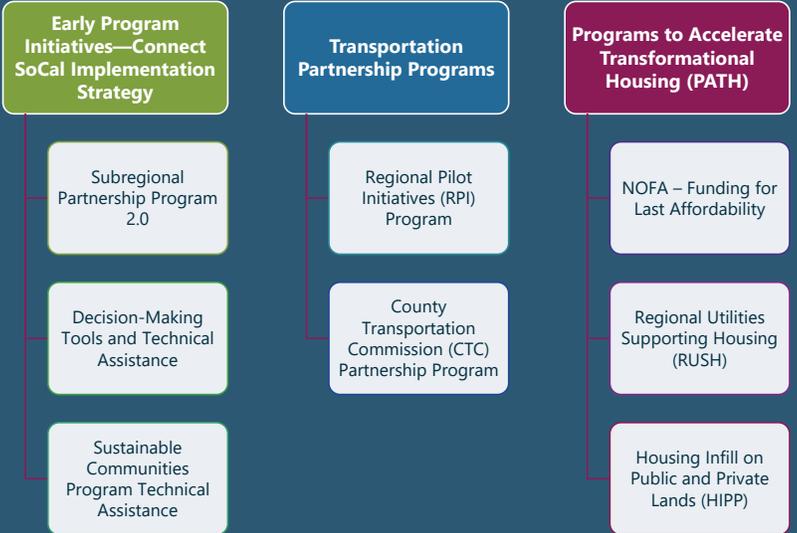
Promote infill housing development AND



Reduce Vehicle Miles Travelled AND



Affirmatively Further Fair Housing



TRANSPORTATION PROGRAMS



CTC Partnership Program: Fund a \$80m competitive call for projects with the CTCs to advance high-impact and transformative concepts consistent with Key Connection strategies in Connect SoCal.



Regional Pilot Initiatives (RPI) Program: Launch a \$15m transformative regional transportation program to implement innovative pilot projects and programs region-wide.



CTC PARTNERSHIP PROGRAM ELIGIBLE PROJECTS



Plans, Policies and Implementation: Vision-Zero, Safety, Active Transportation, TOD Zoning, Mixed-Use Zoning, Bike and Ped, Multimodal Access, Parking Ordinances



Pilot Projects/Programs: Road Pricing, Seamless Regional Transit, MaaS, Mobility Wallets



Studies: Multimodal Corridor, Seamless Regional Transit, Road Pricing, VMT Impact Fees/Mitigation Banks

CTC PARTNERSHIP PROGRAM SCAG'S PROJECT PRIORITIES



Transit Recovery – examples include capital improvements to increase bus speed and reliability and improve customer experience



Mobility Integration & Incentives – examples include mobility wallets, pricing, universal basic mobility, and fare integration.



Shared Mobility & Mobility Hubs – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.



VMT Bank & Exchange Programs - examples include studies, pilot programs, and plans

CTC PARTNERSHIP PROGRAM MILESTONE TIMELINE



CTC GUIDELINES SUMMARY

- \$80 Million available, competitive call for projects
- Nexus to state REAP 2.0 Program Objectives: reduce VMT, accelerate infill housing, and affirmatively further fair housing
- Fund transformative planning and implementation activities
- Outreach with local stakeholders and community-based organizations encouraged

RPI PROGRAM EARLY FRAMEWORK

Consultant Scope of Work



RPI PROGRAM MILESTONE TIMELINE





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/reap2021>

Kate Kigongo, Department Manager
Partnerships for Innovative Deployment
Email: kigongo@scag.ca.gov



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2023 COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM DRAFT GUIDELINES

CONTENTS

- CTC PARTNERSHIP PROGRAM OVERVIEW 2
 - REAP 2021 PROGRAM DEVELOPMENT FRAMEWORK 2
 - CTC PARTNERSHIP PROGRAM GOALS..... 3
- CTC CALL FOR APPLICATIONS..... 4
 - ELIGIBILITY REQUIREMENTS..... 4
 - PRIORITIZING STAKEHOLDER ENGAGEMENT..... 5
- APPLICATION PROCESS 6
 - ELIGIBLE APPLICANTS..... 6
 - SUBMITTAL INFORMATION..... 6
 - EVALUATION PROCESS, SCORING RUBRIC & CRITERIA..... 6
- FUNDING AND SCHEDULE..... 7
 - REGIONAL DISTRIBUTION 7
 - MATCH REQUIREMENTS 7
 - PERIOD OF PERFORMANCE AND TIME EXTENSIONS 7
 - SCHEDULE 8
- CONTACT INFORMATION..... 8

CTC PARTNERSHIP PROGRAM OVERVIEW

SCAG is anticipating funding from the California Department of Housing and Community Development (HCD) through the [Regional Early Action Planning Grants of 2021](#) ('REAP 2.0') and this funding is a key part of the state's strategic investments toward a more sustainable, resilient, and inclusive future. SCAG is in a unique position to utilize this resource and build upon REAP 1.0 efforts, allowing for broader planning and implementation investments, including those which focus on transportation initiatives and future housing development. REAP 2.0 funds come from the State General Fund. As part of its implementation of REAP 2.0, SCAG is issuing this Call for Applications for a County Transportation Commission (CTC) Partnership Program to support transformative planning and implementation as described below.

The purpose of the CTC Partnership Program is to provide immediate benefit to the region by supporting transformative planning activities aligned with Key Connection strategies identified in Connect SoCal, which can be implemented quickly to advance new concepts for reducing VMT while simultaneously achieving other program goals for REAP 2.0. Key Connection strategies focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG has allocated \$100 million to REAP 2.0 transportation initiatives and is developing two programs to implement projects. The first is this \$80 million CTC Partnership Program, focused on a robust partnership program between SCAG and County Transportation Commissions (CTCs) to fund county-specific pilots and projects. The second is a \$20 million Regional Pilot Initiatives Program (RPI Program), which will identify, evaluate, and award funding for regional or local pilots and projects that that achieve regional transportation goals and objectives. SCAG plans to procure a consultant team to help research, define, and guide the RPI Program. SCAG anticipates that this may present further opportunities for CTCs to collaborate with SCAG on potential joint efforts.

REAP 2021 PROGRAM DEVELOPMENT FRAMEWORK

Following a seven-month outreach and engagement process with elected officials and stakeholders, SCAG presented its draft REAP 2021 Program Development Framework to the Regional Council on April 7, 2022, outlining the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating SCAG's share of REAP 2.0 funds. The final Framework was presented to the SCAG Regional Council for approval in July 2022. Core Program Objectives include:

- Support transformative planning and implementation activities that realize Connect SoCal objectives
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- Represent best practices in vehicle miles traveled reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas

The Framework proposes that SCAG's REAP 2.0 funds will be administered across three (3) programmatic areas, Early Action Initiatives, Housing Supportive Infrastructure Program, and CTC Partnership Program. The Programs shall include regional initiatives and technical assistance led by SCAG to advance regionally

coordinated and significant solutions as well as county-specific or geographically targeted programs that advance best practices reflecting the unique opportunities in the region.

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

SCAG’s REAP 2.0 program framework combines coordinated and transformative housing development and finance, land use and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals. The Partnership to Affirmatively Transform Homes (PATH) Program will support strategies to accelerate infill development leading to increased housing supply, choice, and affordability. The CTC Partnership Program and Regional Pilot Initiative Program will connect infill housing to daily services and increase travel options that support multimodal communities to shift travel modes. The Early Program Initiatives tie this work together by implementing elements of the RTP/SCS and furthering SCAG as a leader in data driven decision making. All strategies will reduce VMT and will affirmatively further fair housing by fostering racially equitable and inclusive communities; retaining and increasing affordability, especially in high-resource areas; and protecting existing residents, especially lower- or moderate-income residents from displacement. All programs will support the needs of residents in disadvantaged communities and communities that have been historically left behind including in areas of high segregation and poverty. The strategies funded through SCAGs REAP 2.0 programs will help achieve the state planning goals, implement the 6th Cycle housing elements, meet RHNA goals, and move the region toward achieving the Sustainable Community Strategy in SCAG’s Connect SoCal Plan. The strategies will also help reduce greenhouse gas emissions, support the development of more livable communities that provide lower-cost housing choices, conserve natural resources, offer transportation options, and promote a better quality of life.

CTC PARTNERSHIP PROGRAM GOALS

The CTC Partnership Program is intended to implement Key Connection strategies included in Connect SoCal and support new concepts for reducing VMT. Of critical importance to SCAG is to demonstrate VMT reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and health vulnerabilities. SCAG is also prioritizing project concepts that are regionally significant and can be scalable with long-term viability.

SCAG seeks applications for the following four categories:

1. **Transit Recovery** – examples include capital improvements to increase bus speed and reliability and improve customer experience
2. **Mobility Integration & Incentives** – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. **Shared Mobility & Mobility Hubs** – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. **VMT Bank & Exchange Programs**

CTC CALL FOR APPLICATIONS

SCAG is releasing this Call for Applications specifically among the region’s County Transportation Commissions (CTCs) to competitively suballocate funds from the REAP 2.0 Program through HCD. The funds from this program shall be used for transformative planning and implementation activities. Program guidelines are subject to change, per HCD direction.

ELIGIBILITY REQUIREMENTS

The CTC Program Call for Applications prioritizes projects that aspire to integrate and align Southern California’s mobility and housing opportunities, especially with respect to Connect SoCal, the region’s adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Applicants are encouraged to review strategies included within [Connect SoCal](#) to align project applications with regional planning priorities and concepts. Funds shall be used on planning or implementation efforts that can establish a strong nexus to housing and infrastructure to support new housing.

While the CTC Partnership Program focuses on innovative mobility initiatives that can reduce VMT, proposed uses must demonstrate a nexus to all REAP 2021 objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice and Affordability
2. Affirmatively Furthering Fair Housing
3. Reducing Vehicle Miles Traveled

All proposed uses will be required to meet the statute and program requirements, including the REAP 2.0 infill objectives. In the SCAG region, infill areas may also include 2020 Connect SoCal Priority Growth Areas. Applicants are encouraged to view the interactive map¹ prepared by SCAG that emphasizes geographic need based on a variety of variables.

For more information, please refer to the [HCD REAP 2.0 Guidelines](#). Eligible projects must have a significant geographic or region-wide benefit, as the REAP 2.0 Program is not intended to fund individual projects which are small in scope. The CTC Partnership Program guidelines include the following eligible activities and uses that meet REAP 2021 goals:

- 1. Realizing Multimodal Communities:**
 - a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.
 - b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
 - c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
 - d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.
- 2. Shifting travel behavior through reducing driving:**
 - a. Studying roadway pricing feasibility and implementing road pricing programs.
 - b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.

¹ Link to interactive map will be made available with final guidelines.

- c. Funding and implementing parking and transportation demand management programs or ordinances.
- 3. Increasing transit ridership:**
 - a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.
 - b. Developing and implementing multimodal access plans to and from transit facilities
 - c. Planning for additional Housing near transit.

The above list of projects encompasses the full REAP 2.0 program. Projects must show a connection to accelerating housing implementation to meet eligibility requirements. Please contact SCAG with any questions regarding grant dollars and funding eligibility.

PRIORITIZING STAKEHOLDER ENGAGEMENT

Partnerships and community engagement is essential in all SCAG programs, and the intent of the REAP funding is to engage with local communities and implement projects “on the ground.” SCAG strongly encourages each CTC applicant to partner with relevant stakeholders to maximize project impact and further collaborative policy goals. Applicants must develop engagement plans prioritizing impacted communities and other relevant stakeholders, such as local jurisdictions and community-based organizations (CBOs), during the project to help achieve equitable project outcomes. Commitment letters from stakeholders, CBOs, community partners, local transit operators, or local jurisdictions may be included in each application, but these letters are optional, not required.

APPLICATION PROCESS

Eligible applicants are encouraged to apply to the CTC Partnership Program by completing an application. One application is required per project and entities may submit multiple project applications. **Applicants must complete and submit their application by Friday, February 3rd, at 5:00 p.m.**

ELIGIBLE APPLICANTS

Eligibility in this program is limited to County Transportation Commissions (CTCs) within the SCAG region. CTCs are strongly encouraged to develop partnerships with local agencies and jurisdictions and include these partnerships in their respective applications.

SUBMITTAL INFORMATION

Applications must follow the instructions provided in the application. Applications should include all supporting documents in the online application. Applicants are not required to demonstrate that a governing body has taken official action to apply, but a supporting resolution from the governing body or a letter of intent in support of the project from the appropriate executive officer will be required prior to project initiation. Questions about applications should be emailed to the contact person listed below.

EVALUATION PROCESS, SCORING RUBRIC & CRITERIA

An evaluation team will review the applications. Recommendations will be made to the Regional Council in April 2023. Project award announcements will be made following the State’s release of REAP 2.0 funding and authorization to move forward with selected projects.

The scoring criteria for all projects funded through the CTC Partnership Program Call will be the same. Question topics and their relationships to the scoring criteria are outlined below. Further clarification about how points are awarded is provided in the project application forms.

Scoring Criteria	
Focus Area 1: SCAG Goals & Connect SoCal Implementation	40 Points
Project Readiness and Approach	14 Points
Supports Connect SoCal Implementation	14 Points
Partnerships and Engagement	12 Points
Focus Area 2: Infill Development that Facilitates Housing Supply, Choice, Affordability	20 Points
Location Eligibility	6 Points
Proposed Use	7 Points
Proposed Evaluation Metrics	7 Points
Focus Area 3: Affirmatively Furthering Fair Housing	20 Points
Location Eligibility	6 Points
Proposed Use	7 Points
Proposed Evaluation Metrics	7 Points
Focus Area 4: Reducing Vehicle Miles Traveled	20 Points
Location Eligibility	6 Points
Proposed Use	7 Points
Proposed Evaluation Metrics	7 Points

FUNDING AND SCHEDULE

Funding for the CTC Partnership Program will be provided through SCAG’s share of the REAP 2.0 Grant. SCAG will competitively suballocate funding for project applications based on the overall scoring rubric and criteria including the eligibility of each funding source and the applicant’s readiness. The competitively suballocated funding share for the CTC Partnership Program Call for Applications will be approximately \$80 million. An additional \$20 million is anticipated through SCAG’s Regional Pilot Initiative Program led by SCAG to advance regionally coordinated and significant solutions.

REGIONAL DISTRIBUTION

Given the locational constraints imposed by REAP 2.0, the priority in awarding funding will be for projects that meet the eligibility criteria determined by REAP 2.0 guidelines, in Section 405 and furthering SCAG’s goal to implement Connect SoCal. Applications should include the locational considerations, supporting attributes, and measurable outcomes that support a Proposed Use as eligible for each the following:

1. Infill Development that Facilitates Housing Supply, Choice, and Affordability
2. Affirmatively Furthering Fair Housing (AFFH)
3. Reducing Vehicle Miles Traveled

Efforts will additionally be made so that CTC Partnership Program projects are awarded in each county within the SCAG region and with regards to geographic diversity, but these efforts are second to the primary need to meet REAP 2.0 eligibility. For consistency with the statute, SCAG will use the State’s 2030 population projections as a general guide, but proposals must first and foremost be competitive and address SCAG’s program objectives. Proposed projects must receive a minimum of 75 points to be eligible. Please see attached scoring rubric for more information on eligibility.

COUNTY POPULATION PROJECTION AND REGIONAL SHARE, 2030

Imperial	206,486	1.0%
Los Angeles	10,322,678	52.2%
Orange	3,291,863	16.6%
Riverside	2,728,068	13.8%
San Bernardino	2,368,002	12.0%
Ventura	872,856	4.4%
Total SCAG Region	19,789,953	100%

Source: California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021.

MATCH REQUIREMENTS

There are no local match requirements for projects proposed through the CTC Partnership Program.

PERIOD OF PERFORMANCE AND TIME EXTENSIONS

A project initiation schedule and expectations regarding period of performance will be determined within sixty days of project award announcements, and will be based on project complexity, funding source, and agency capacity. Once the project schedule has been established, extensions will be considered only under extraordinary circumstances, on a case-by-case basis. Extensions and scope changes must be requested

**2023 COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM
GUIDELINES + CALL FOR APPLICATIONS**

in letter format. All requests must include an explanation of the issues and actions the agency or local jurisdiction has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned. Program completion is based on statutory provisions and SCAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

SCHEDULE

The following schedule outlines important dates for the CTC Program Call for Applications. Program timelines are subject to change, per HCD direction.

CTC CALL MILESTONES	DATE
State Approval of SCAG Reap 2.0 Application	TBD
Call For Applications Opens and Adoption of Guidelines	January 5, 2023
Application Workshop	TBD
Call For Applications Submission Deadline	February 3, 2023 (5:00 p.m.)
Regional Council Approval	April 2023
Final Work and Invoices Submitted	January 30, 2026

CONTACT INFORMATION

Questions regarding the CTC Partnership Program application process should be directed to:

Kate Kigongo
Department Manager, Partnerships for Innovative Deployment
Telephone: 213-236-1808
Email: kigongo@scag.ca.gov