



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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www.scag.ca.gov

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David Pollock, Moorpark

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Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

Thursday, November 4, 2021
9:30 a.m. – 11:30 a.m.

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

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

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, November 3, 2021. 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, November 3, 2021, 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, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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

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Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

To Listen and Provide Verbal Comments by Phone

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

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TC - Transportation Committee *Members – November 2021*

1. **Hon. Sean Ashton**
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**
TC Vice Chair, Buena Park, RC District 21
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. Lorrie Brown**
Ventura, RC District 47
9. **Hon. Joe Buscaino**
Los Angeles, RC District 62
10. **Hon. Michelle Chambers**
Los Angeles County, CoC
11. **Hon. Ross Chun**
Aliso Viejo, OCCOG
12. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
13. **Sup. Andrew Do**
Orange County CoC
14. **Hon. Darrell Dorris**
Lancaster, NCTC
15. **Hon. JJohn Dutrey**
Montclair, SBCTA

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. James Gazeley**
Lomita, RC District 39
- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Sup. Curt Hagman**
San Bernardino County
- 19. Hon. Ray Hamada**
Bellflower, RC District 24
- 20. Hon. Jan C. Harnik**
RCTC
- 21. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 22. Hon. Christian Horvath**
Redondo Beach, Pres. Appt. (Member at Large)
- 23. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 24. Hon. Mike Judge**
VCTC
- 25. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 26. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**
Hemet, WRCOG
- 28. Hon. Richard Loa**
Palmdale, NCTC
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Steven Ly**
Rosemead, RC District 32
- 31. Hon. Steve Manos**
Lake Elsinore, RC District 63

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Ray Marquez**
Chino Hills, RC District 10
- 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. Tim Sandoval**
Pomona, RC District 38
- 47. Hon. Rey Santos**
Beaumont, RC District 3

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TRANSPORTATION COMMITTEE AGENDA

- 48. Hon. Zak Schwank**
Temecula, RC District 5
- 49. Hon. Tim Shaw**
OCTA
- 50. Hon. Marty Simonoff**
Brea, RC District 22
- 51. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 52. Hon. Ward Smith**
Placentia, OCCOG
- 53. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 54. Sup. Karen Spiegel**
Riverside County
- 55. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 56. Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)
- 57. Hon. Steve Tye**
Diamond Bar, RC District 37
- 58. Hon. Michael Vargas**
Riverside County CoC
- 59. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1
- 60. Hon. Scott Voigts**
Lake Forest, OCCOG
- 61. Sup. Donald Wagner**
Orange County
- 62. Hon. Colleen Wallace**
Banning, President's Appt. (Member at Large)
- 63. Hon. Alan Wapner**
SBCTA

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TRANSPORTATION COMMITTEE AGENDA

64. Hon. Alicia Weintraub

Calabasas, LVMCOG

65. Mr. Paul Marquez

Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, November 4, 2021
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 Sean Ashton, Chair)*

PUBLIC COMMENT PERIOD

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, November 3, 2021. 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, November 3, 2021, 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 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. The total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction is five (5) minutes. However, the presiding officer retains discretion to extend the 5-minute general comment period so that all members of the public desiring to speak may do so.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – October 7, 2021

ACTION ITEM

2. Last Mile Freight Program: Phase 1 Selected Projects & Contingency List 15 Mins.
(Scott Strelecki, Senior Regional Planner)



TRANSPORTATION COMMITTEE AGENDA

RECOMMENDED ACTION:

Recommend that the Regional Council approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

INFORMATION ITEMS

3. Southern California Goods Movement Communities Freight Impact Assessment 15 Mins.
(Alison Linder, Senior Regional Planner)

4. Global Supply Chain Challenges, Port Congestion and Delays 20 Mins.
(David Libatique, Deputy Executive Director of Stakeholder Engagement, Port of Los Angeles)

5. SCAG Integrated Passenger and Freight Rail Forecast Update 20 Mins.
(Steve Fox, Senior Regional Planner and Scott Strelecki, Senior Regional Planner)

6. Regional Express Lanes Concept of Operations Update Overview 15 Mins.
(Jaimee Lederman, Senior Regional Planner)

CHAIR'S REPORT

(The Honorable Sean Ashton, Chair)

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
Remote Participation Only
November 4, 2021

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, October 7, 2021**

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. Sean Ashton, Downey (Chair)	District 25
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 (Vice Chair)	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Andrew Do	Orange County
Hon. John Dutrey, Montclair	SBCTA
Hon. James Gazeley, Lomita	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada, Bellflower	District 24
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Christian Horvath	Pres. Apt.
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. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Blanca Pacheco	GCCOG
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Tim Shaw	OCTA
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Darrell Dorris	Lancaster, NCTC
Hon. Lindsey Horvath	WSCCOG
Hon. Paul Krekorian	District 49
Hon. Steven Ly, Rosemead	District 32
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Frank Navarro, Colton	District 6



Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Steve Tye	District 37
Hon. Alicia Weintraub, Calabasas	LVMCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Sean Ashton, Downey, District 25, called the meeting to order at 9:30 a.m. Hon. Art Brown, Buena Park, District 21, led the Pledge of Allegiance. A quorum was present.

Legal counsel read a statement for the record on the basis for holding this meeting pursuant to recent amendments to the Brown Act, noting the current recommended social distancing measures and existing declared state of emergency.

PUBLIC COMMENT

Chair Ashton opened the Public Comment Period and outlined instructions for public comments. He noted the total time period for all public comments related to items on the agenda and any other matter within the agency’s subject matter jurisdiction was ten minutes and the public comment period would be held open for at least 10 minutes to afford the public the ability to comment on all items on this agenda.

David Salgado, SCAG staff, reported no public comments were received by email prior to the meeting and none were requested during the public comment period.

Seeing no public comments, Chair Aston closed the public comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

Hon. Larry McCallon, Highland, asked if the time taken for public comment can be noted on the agenda.

CONSENT CALENDAR

Approval Items

1. Minutes of TC Meeting, September 2, 2021

Receive and File

2. Resolution No. 21-636-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign
3. Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
4. Transportation Conformity Determination of Proposed Final Connect SoCal Amendment #1 and 2021 FTIP Consistency Amendment #21-05
5. Environmental Justice/Communities of Concern Update
6. Californians for Community Planning Voter Initiative

A MOTION was made (Brown) to approve Consent Calendar Items 1 through 6. The motion was SECONDED (Voigts) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DO, DUTREY, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, HORVATH C., JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, NAJARIAN, NAVA-FROELICH, PACHECO, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAGNER, WALLACE, WAPNER (47)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEM

7. Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05

Nancy Lo, SCAG staff, reported on 2020 RTP/SCS Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05. Ms. Lo noted that SCAG is responsible for developing the RTP/SCS and Federal Transportation improvement Program (FTIP) in cooperation with Caltrans and county transportation commissions (CTCs). Early 2021 SCAG begin the process for Connect SoCal Amendment No. 1 in response to project changes brought forth by the CTCs. Modifications

received from the CTCs are new projects, existing projects with revised description, schedule or cost changes. A Draft Connect SoCal Amendment No. 1 and 2021 FTIP was released for a 30-day public review and comment period July 1, 2021, to July 31, 2021 and it is recommended that the Regional Council approve the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

A MOTION was made (Harnik) to recommend that the Regional Council (RC) approve the Proposed Final Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05. The motion was SECONDED (Lorimore) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DO, DUTREY, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, HORVATH C., JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, NAJARIAN, NAVA-FROELICH, PACHECO, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, VARGAS, VIEGAS-WALKER, VOIGTS, WAGNER, WALLACE, WAPNER (47)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

8. Metro Dedicated Transit Lanes Pilots

Stephen Tu, Service Planning Director, Los Angeles Metro, reported on their dedicated transit lanes pilots. He noted results of the bus priority lane pilots showed improved bus speeds, consistency of travel, and greater throughput of busses and travelers in the pilot corridors. Mr. Tu stated rider feedback was sought regarding the change and 85% of respondents agreed mobility was improved. He reviewed a proposed project for La Brea Avenue and noted the working group will continue to discuss and analyze future corridors for potential collaboration that would benefit stakeholders.

9. Update on Caltrans District Active Transportation Plan

Cuong Trinh, Senior Transportation Planner, Caltrans, reported on their Active Transportation Plan (ATP) and noted the goal is to identify strategies and actions to create opportunities for bicycling and walking to thrive. He noted key objectives include safety, mobility and social equity then examined the planning process used to identify locations with active transportation barriers. Next,

outreach marketing and public survey tools were examined, and Mr. Trinh reviewed next steps for each district.

10. Pedestrian Safety Month: Highlighting Go Human's 2021 Outcomes

Andres Carrasquillo, SCAG staff, reported that Go Human is SCAG's community engagement and traffic safety program which seeks to reduce collisions and encourage people to walk and bike more. Injuries and fatalities are a growing regional problem and he noted that while active transportation make up only 3% of daily trips, it represents 32% of fatalities. Mr. Carrasquillo invited members to take the safety pledge and commit to safety awareness. He noted there are five elements in SCAG's 2021 effort including providing mini grants to provide street level projects and SCAG's Kit of Parts for quick assembly neighborhood demonstration projects.

11. Regional Early Action Program (REAP) 2021 Program Development Framework

Annie Nam, SCAG staff, reported on the REAP 2021 Program Development Framework. Ms. Nam stated REAP 2021 was established as part of AB 140 to support transformative and innovate projects, implement the region's Sustainable Communities Strategy and help achieve goals of increased housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs) through a combination of formula and competitive-based programs. SCAG's share is estimated to be \$246 million. Further, a program development framework has been created to seek early feedback from stakeholders. The draft framework includes a set of core objectives including early action initiatives, county transportation commission partnership program and a housing supportive infrastructure program.

12. Southern California Goods Movement Communities Freight Impact Assessment

Deferred to a future meeting.

13. Federal Infrastructure Legislative update

Estee Sepulveda, SCAG staff, provided an update on federal infrastructure legislation currently being developed in Congress. She noted this legislation will also reauthorize all surface transportation programs for the next five years and the final outcome is pending. Lauri Hellinger, Holland & Knight, reviewed the relevant transportation and new technology items.



CHAIR’S REPORT

Chair Ashton announced new committee member Hon. Andrew Do, Orange County. He also announced committee staff support changes.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported service has resumed from San Clemente to Oceanside following track work to stabilize the right-of-way due to beach erosion. Also, Metrolink will pilot the use of a new technology that will help ensure the safe and rapid slowing and stopping of trains in the event of an earthquake. The technology is being deployed along Metrolink’s 91/Perris Valley Line between the cities of Perris and Riverside.

STAFF REPORT

David Salgado, SCAG staff, reported SCAG’s 12th Annual Economic Summit is December 2, 2021 in a virtual format and fees for elected officials and city managers are complimentary but each attendee ought to register their attendance online.

ADJOURNMENT

There being no further business, Chair Ashton adjourned the Transportation Committee meeting at 11:36 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

2021- 22																Total Mtgs Attended To Date
MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Ashton, Sean	Downey	District 25	1	1		1	1									4
Bacerra, Phil	Santa Ana	District 16	1	1		1	1									4
Barger, Kathryn		Los Angeles County		1		1	1									3
Becerra, Liz	Victorville	District 65	1	1		1	1									4
Benoit, Ben		South Coast AQMD	1	1		1	1									4
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1									4
Brown, Art	Buena Park	District 21	1	1		1	1									4
Brown, Lorrie	Ventura	District 47														0
Buscaino, Joe	Los Angeles	District 62														0
Chun, Ross	Aliso Viejo	OCTA	1	1		1	1									4
Curtis, Jonathan	La Cañada Flintridge	District 36														0
Do, Andrew		Orange County					1									
Dorris, Darrell	Lancaster	NCTC	1	1		1										3
Dutrey, J. John	Montclair	SBCTA	1	1		1	1									4
Gazeley, James	Lomita	District 39	1	1		1	1									4
Gibbs, Jason	Santa Clarita	NCTC				1	1									
Hagman, Curt		San Bernardino Cnty				1	1									2
Hamada, Ray	Bellflower	Bellflower	1	1		1	1									4
Harnik, Jan	Palm Desert	RCTC	1	1		1	1									4
Hernandez, Laura	Prt Hueneme	District 45	1	1		1	1									4
Horvath, Christian	Redondo Beach	Pres. Apt.	1	1		1	1									4
Horvath, Lindsey	West Hollywood	WSCCOG	1													1
Judge, Mike	Simi Valley	VCTC	1			1	1									3
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1									4
Krekorian, Paul	Public Transit Rep	District 49														0
Krupa, Linda	Hemet	WRCOG	1	1		1	1									4
Loa, Richard	Palmdale	NCTC		1		1	1									3
Lorimore, Clint	Eastvale	District 4	1	1		1	1									4
Ly, Steven	Rosemead	District 32	1	1		1										3
Manos, Steve	Lake Elsinore	District 63	1	1			1									3
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1		1	1									4
Marquez, Ray	Chino Hills	District 10	1	1		1	1									4
McCallon, Larry	Highland	SBCTA	1	1		1	1									4
McLean, Marsha	No. L.A. County	District 67	1	1		1	1									4
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1										3
Minagar, Fred	Laguna Niguel	District 12	1	1		1	1									4
Moore, Carol	Laguna Woods	OCCOG	1	1		1										3
Najarian, Ara	Glendale	AVCJPA	1	1		1	1									4
Nava-Froelich, Maria		ICTC		1		1	1									0
Navarro, Frank	Colton	District 6	1	1		1										3
Pacheco, Blanca	Downey	GCCOG	1	1		1	1									4
Primuth, Jon	S. Pasadena	AVCJPA	1	1												2
Reece, Ed	Claremont	SGVCOG	1	1			1									3
Ruiz, Crystal	San Jacinto	WRCOG		1												1
Saleh, Ali	City of Bell	GCCOG	1	1			1									3
Sandoval, Tim	Pomona	District 38	1	1		1	1									4
Santos, Rey	Beaumont	District 3	1	1		1	1									4
Schwank, Zak	Temecula	District 5	1	1		1	1									4
Shaw, Tim		ICTC	1			1	1									3
Simonoff, Marty	Brea	District 22		1		1										2
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1		1	1									4
Smith, Ward	Placentia	OCCOG	1	1		1	1									4
Solache, Jose Luis	Lynwood	District 26	1	1		1	1									2
Spiegel, Karen		Riverside County	1	1		1	1									4
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1									3
Talamantes, Jess	Burbank	AVCJPA	1	1		1	1									4
Tye, Steve	Diamond Bar	District 37	1	1												2
Vargas, Michael		Riverside County				1	1									
Viegas-Walker, Cheryl	El Centro	District 1	1	1		1	1									4
Voigts, Scott	Lake Forest	Orange County					1									1
Wagner, Don	Orange County	Orange County	1			1	1									3

Attachment: TCAttendance Sheet Oct 7, 2021 (Minutes of TC Meeting, October 7, 2021)

Wallace, Colleen	Banning	Banning	1	1		1	1											4
Wapner, Alan		SBCTA	1	1		1	1											4
Weintraub, Alicia	Calabasas	LVMCOG	1	1														2



AGENDA ITEM 2

REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Transportation Committee (TC)
Regional Council (RC)
From: Scott Strolecki, Senior Regional Planner
(213) 236-1893, strolecki@scag.ca.gov

**EXECUTIVE DIRECTOR'S
APPROVAL**

Subject: Last Mile Freight Program: Phase 1 Selected Projects & Contingency List

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

RECOMMENDED ACTION FOR RC:

Approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee.

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:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program, serving as the implementor of the program through a sole source contract totaling \$10 million in available funds to award. The LMFP is a component of a broader MSRC Regional Goods Movement Program.

Per the executed Work Program Contract, the SCAG Transportation Committee and Regional Council, as well as the MSRC Technical Advisory Committee (TAC) and MSRC are tasked with approving the LMFP Phase 1 Selected Projects. Upon the closing of the Call-for-Projects for the LMFP in October, SCAG received 40 applications totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. The LMFP Review Panel reviewed all applications to determine the recommended and contingency projects for funding award. The MSRC TAC Last Mile Subcommittee has confirmed the Review Panel’s determination for recommendation.

Staff is seeking Transportation Committee recommendation for Regional Council approval and approval from the Regional Council at the November 4, 2021, meetings.

BACKGROUND:

As part of SCAG's Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), the Accelerated Electrification and Clean Transportation strategy is a Key Connection of the Plan, seeking to de-carbonize or electrify vehicles including those within goods movement. The Last Mile Freight Program (LMFP) serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals. The focus on last mile freight operations is particularly significant as trucks serving the regional distribution market constitute nearly 90 percent of total truck trips in the region. Through the LMFP, there is a great opportunity to scale efforts more broadly to achieve long-term implementation of emissions reductions.

SCAG is serving as the implementor of the LMFP through a sole source contract with the MSRC, developing a two-phased approach as follows:

- Phase 1: Establish call-for-projects process, focusing on the procurement and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (can include ZE/NZE equipment and supporting infrastructure).
- Phase 2: Conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

At the SCAG Transportation Committee and Regional Council meetings on November 5, 2020, the LMFP Program Guidelines were approved, pending the execution of a Work Program Contract with the MSRC/South Coast Air Quality Management District (AQMD). The MSRC TAC and MSRC recommended and approved the LMFP Program Guidelines on November 5, and 19, 2020. Since then, SCAG staff have worked in partnership with the MSRC in executing the Work Program Contract, which was completed May 5, 2021. Concurrently, SCAG staff finalized all the materials and resources in preparation for the official launch of the LMFP Call-for-Projects, that commenced on May 10, 2021. To attract a diverse array of project applicants and to encourage participation across the four counties within the South Coast Air Basin (Los Angeles, Orange, Riverside, and San Bernardino), SCAG staff in coordination with the MSRC engaged in a multi-faceted outreach process. Outreach activities throughout the Phase 1 Call-for-Projects included a regionwide workshop on May 18, 2021, email announcements and outreach to public and private entities, and targeted communication with business and trade associations.

A Review Panel including both SCAG, the California Energy Commission, and the California Air Resources Board staff was established to perform application review and to rank the projects based on the approved LMFP Program Guidelines evaluation criteria for funding award and contingency purposes. Upon the closing of the Call-for-Projects for the LMFP in October, SCAG received 40 applications totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. During the Call-for-Projects that was initiated May 10, 2021, and closed July 14, 2021, \$8.3 million was requested by applicants and the remaining \$38.2 million was requested during the Call-for-Projects re-opening from August 12, 2021, through October 6, 2021. Due to the LMFP being substantially oversubscribed, it was determined by the Review Panel that a contingency list be developed in rank order for consideration should further funding become available through the MSRC Regional Goods Movement Program.

The Review Panel's determinations were presented to the MSRC TAC Last Mile Subcommittee. The MSRC TAC Last Mile Subcommittee confirmed the Review Panel's determination and recommended that the Selected Projects be awarded \$10 million, and Contingency List Projects be considered for further funding availability through the MSRC. The LMFP Phase 1 Selected Projects List for \$10 million and Contingency Project List are included as Attachment 1. Upon recommendation and approval by the MSRC TAC and MSRC for the LMFP Phase 1 Selected Projects List for \$10 million, SCAG LMFP staff will provide award letters to applicants and initiate the risk assessment and Memorandum of Understanding (MOU) negotiation process for each project.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 22-315.4898.01, Last Mile Freight Program.

ATTACHMENT(S):

1. Attachment 1_Phase 1 Selected Projects and Contingency List_Final_10272021
2. PowerPoint Presentation - LMFP Phase 1 Selected Projects and Contingency List

Last Mile Freight Program: Phase 1 Selected Projects and Contingency List

Table 1: Last Mile Freight Program: Phase 1 Selected Projects

Business Size	Project Title & Business Name	Project Rank	Project Score	Award Funds	Cumulative Award Funds Total
LMFP Phase 1: Initial Call-for-Projects					
Large	Accelerating Zero Emissions Last Mile Freight in the South Coast Air Basin /Quality Custom Distribution	1	84	\$4,184,000	\$4,184,000
Large	Franklin HES / Heritage Environmental Services LLC	2	80	\$2,091,952	\$6,275,952
Small	Independent Owner-Operator	3	68	\$70,000	\$6,345,952
Small	Independent Owner-Operator	4	67	\$77,500	\$6,423,452
Small	Independent Owner-Operator	5	66	\$77,500	\$6,500,952
Small	Independent Owner-Operator	5	66	\$387,500	\$6,888,452
Small	Independent Owner-Operator	7	65	\$77,500	\$6,965,952
Small	Independent Owner-Operator	7	65	\$77,500	\$7,043,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,113,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,183,452
Small	Independent Owner-Operator	9	64	\$77,500	\$7,260,952
Small	Independent Owner-Operator	9	64	\$70,000	\$7,330,952
Small	Independent Owner-Operator	9	64	\$70,000	\$7,400,952
Small	Independent Owner-Operator	9	64	\$77,500	\$7,478,452
Small	Independent Owner-Operator	9	64	\$70,000	\$7,548,452
Small	Independent Owner-Operator	16	63	\$62,100	\$7,610,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,680,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,750,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,820,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,890,552
Small	Independent Owner-Operator	17	62	\$70,000	\$7,960,552
Small	Independent Owner-Operator	17	62	\$70,000	\$8,030,552
Small	Independent Owner-Operator	23	61	\$70,000	\$8,100,552
Small	Independent Owner-Operator	23	61	\$70,000	\$8,170,552
Small	Independent Owner-Operator	25	60	\$70,000	\$8,240,552
Small	Independent Owner-Operator	25	60	\$70,000	\$8,310,552
LMFP Phase 1: Re-Opened Call-for-Projects					
Small	WattEV HD Battery Electric Truck Deployment: Enabling Equitable Electrification / Watt EV*	1	86	\$1,689,448	\$10,000,000

*The WattEV project total award request was \$3 million - \$1.689 million has been recommended to be included within the \$10 million overall award.

Last Mile Freight Program: Phase 1 Selected Projects and Contingency List

Table 2: Last Mile Freight Program: Phase 1 Contingency List

Business Size	Project Title & Business Name	Project Rank	Project Score	Award Funds Requested	Cumulative Award Funds Requested Total
LMFP Phase 1: Re-Opened Call-for-Projects					
Small	WattEV HD Battery Electric Truck Deployment: Enabling Equitable Electrification / Watt EV*	1	86	\$1,310,552	\$1,310,552
Large	Good to the Last Dropoff – Sysco's Zero Emission Last Mile Freight Initiative / Sysco Corporation	2	85	\$3,557,500	\$4,868,052
Large	MHX Last-Mile Zero-Emission Trucking Project / MHX, LLC	3	84	\$3,165,628	\$8,033,680
Large	Penske Accelerated Electrification of Last Mile Freight Operations / Penske Logistics, LLC	4	83	\$790,786	\$8,824,466
Small	GLI Electrification / Gonzalez Logistics, Inc.	5	80	\$5,000,000	\$13,824,466
Small	Expanding Access and Scaling Electrification (EASE) for Small Fleets / Zeem Solutions	6	79	\$5,000,000	\$18,824,466
Large	New Bern Buena Park Electrification Project / PepsiCo	6	79	\$5,000,000	\$23,824,466
Large	West Group Logistics Near-Zero Truck Acquisition / West Group Logistics, LLC	8	78	\$1,750,850	\$25,575,316
Large	Fluid Truck Last Mile Freight Emission Reduction Project in the South Coast Air Basin / Fluid Truck Share	9	76	\$5,000,000	\$30,575,316
Large	LMFP Project / Navistar Inc.	10	75	\$609,420	\$31,184,736
Large	Zero Emission Nitrogen (“ZEN”) Project / McLane Company, Inc.	10	75	\$1,225,000	\$32,409,736
Large	Vernon California HD NZE Deployment / UPS	10	75	\$1,110,000	\$33,519,736
Small	Independent Owner-Operator	13	69	\$62,000	\$33,581,736
Small	Project Chiru 150 / Blue Pacifica Logistics LLC	14	67	\$2,937,446	\$36,519,182

*The WattEV project total award request was \$3 million - the \$1.3 million reflects the balance remaining after initial award.

SCAG Transportation Committee

Last Mile Freight Program: Phase 1 Selected Projects & Contingency List

Scott Strolecki, Senior Transportation Planner
Mobility Planning and Goods Movement Dept.
November 4, 2021

www.scag.ca.gov



Last Mile Freight Program



SCAG is serving as the implementor for the last mile component of the MSRC Goods Movement Program

- Goal: Achieve cost-effective emissions reduction of criteria air pollutants from last mile freight operations

SCAG has established a **two-phased** approach as follows:

- **Phase 1:** call-for-projects, focusing on the purchase and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure) – **\$10 million**
- **Phase 2:** conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases – **\$5 million**

Phase 1 – Approach

Investment Thesis

- The Right Problem(s) at the Right Time
- Critical Barriers
- Measuring Success

Investment Impacts

- Long Term Impacts for Both Air Quality and Economy
- Last-Mile Cost Reduction Benefits
- Business Path Direction Change
- Transformation of Industry for the Region/Nation

Investment Targets

- Award Amount(s)
- Project Scalability
- Match/Cost Share
- Vehicle Procurement



Phase 1 – Goals



Phase 1 – Statement of Work

- Task I – Development of Program Guidelines/Issuance of Call-for-Projects.
- Task II – Screening and Selection of Projects.
- Task III – Project Implementation.
- Task IV – Evaluation and Report.

Phase 1 – Program Guidelines Award Information

TOTAL FUNDING



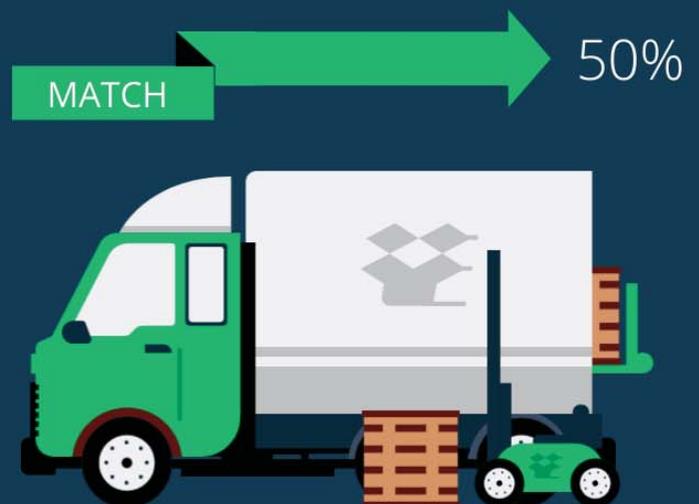
\$10,000,000

PROVIDED BY THE
MOBILE SOURCE
REDUCTION
REVIEW
COMMITTEE

FUNDING MAXIMUM



\$5,000,000
PER PROJECT



Phase 1 – Program Guidelines Eligibility Information

In order for the project to be eligible, applicant must meet the following requirements:



LOCATION WITHIN SCAQMD AIR BASIN



PROJECT MUST BE COMPLETE BY JUNE 30, 2023- INCLUDING MANDATORY SIX MONTH OPERATIONAL PERIOD



PROJECT MUST BE OPERATIONAL FOR SIX MONTHS



CLEAR LINKAGE BETWEEN PROJECT AND AIR QUALITY IMPROVEMENT

Phase 1 – Program Guidelines Evaluation Criteria

Project Summary (30 points)

- Clear advancement of emissions reductions
- Specifics of ZE/NZE technologies and commercial deployment
- Innovative with competitive advantages over conventional technologies

Project Readiness and Implementation (30 points)

- Addresses critical barriers
- Qualifications/experience equate to successful completion of the project
- Aggressive but achievable schedule

Funding Request and Cost Effectiveness (40 points)

- Lower cost of operations/maintenance and/or equally competitive
- High benefit-cost score (NOx and PM2.5 reduction/LMFP investment)
- Match funding is documented/verifiable

Phase 1 – Selection Process

Review Panel

- SCAG/MSRC representation
- Primary purpose to review and rank applications independently based on approved Program Guidelines evaluation criteria
- Debrief meetings to make determinations

MSRC TAC Last Mile Subcommittee

- Comprised of members from the MSRC TAC to specifically convene on last mile program needs
- Primary purpose to recommend determinations from the Review Panel for policy committee consideration

SCAG/MSRC Policy Committee Meetings

- Includes SCAG TC/RC and MSRC TAC/MSRC
- Primary purpose to consider recommendations for approval

Phase 1 – Call-for-Projects

Initial Call-for-Projects

- May 10, 2021 – July 14, 2021
- May 18, 2021, Call-for-Projects Application Workshop
- Outreach efforts
- 26 applications received
- Total funding award request – \$8.3 million

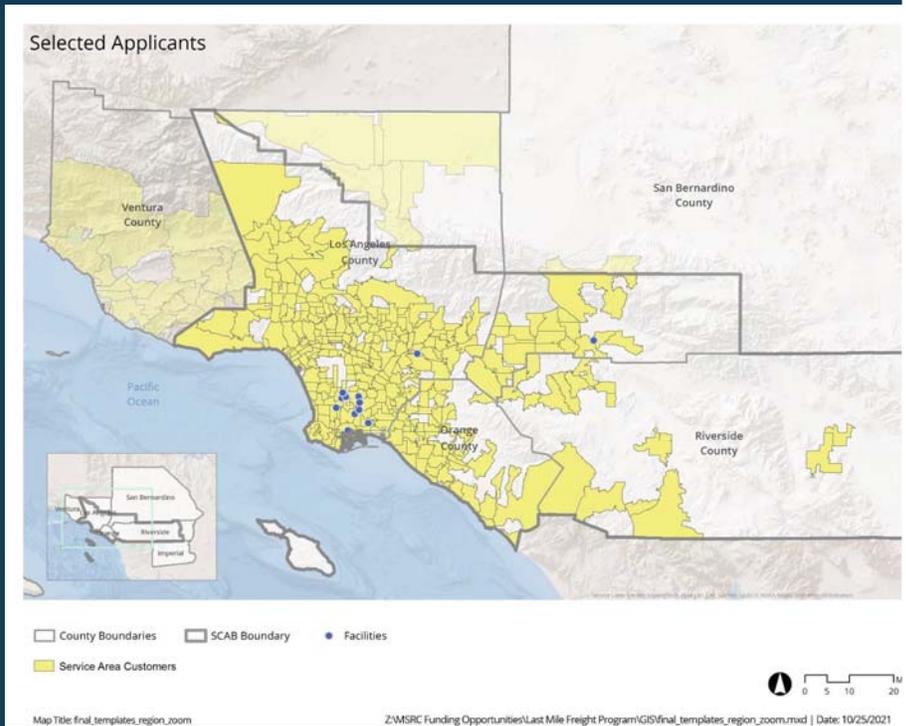
Re-Opened Call-for-Projects

- August 12, 2021 – October 6, 2021
- Outreach efforts
- 14 applications received
- Total funding award request – \$38.2 million



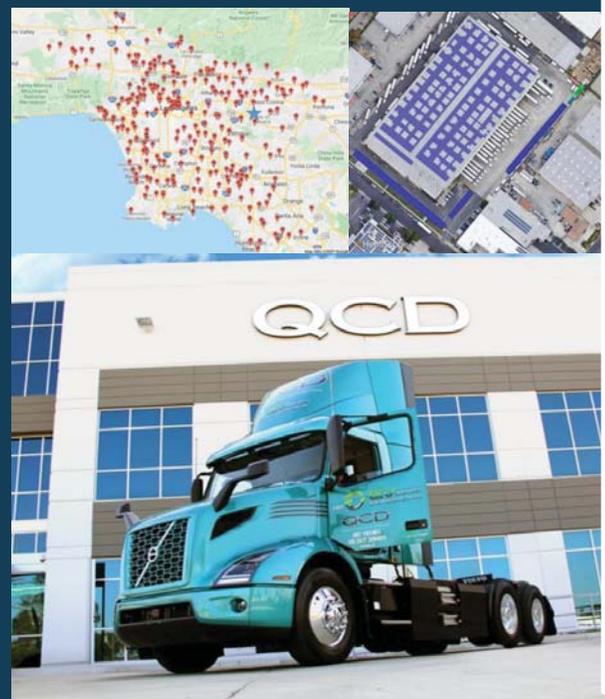
Phase 1 – Selected Projects and Contingency List

- Selected Projects
 - 27 totaling \$10 million in funding award
 - BEV/NG projects
 - Geographic diversity throughout air basin
- Contingency List
 - 14 projects included
 - All meritorious projects



Project Profile: Accelerating Zero Emissions Last Mile Freight in the South Coast Air Basin – Quality Custom Distribution – \$4.2 million requested / \$20.6 million project total

- QCD operates 70 delivery vehicles serving commercial accounts such as Starbucks and Chick-Fil-A
- Project will serve Los Angeles and Orange County
- Will replace 30 Class 8 heavy duty diesel trucks with Volvo VNR electric tractors
- Will install 16 184 kW DC fast chargers
- QCD will construct a microgrid that will manage charging, levels demand peaks, and powers QCD’s entire operation during public safety power shutoffs



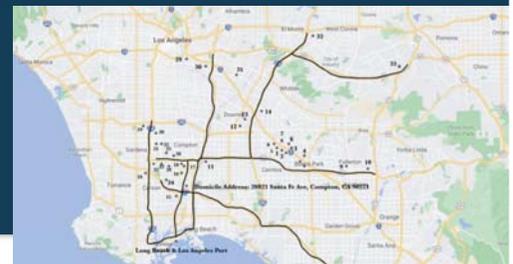
Project Profile: Franklin_HES – Heritage Environmental Services LLC – \$2.1 million requested / \$4.2 million project total

- Heritage Environmental Services (HES) is a privately-held business, focusing on waste management solutions
- HES serves customers in Los Angeles, Orange, Riverside, and San Bernardino
- HES will partner with Lion Electric to procure three vehicles: one Class 6 box truck, one Class 8 straight truck, and one Class 8 tractor truck
- Will install five chargers: Three Charge Max 180kW, 2XCCS1, and two Powerchoice 175HP
- \$2.1 million cash match (50%)

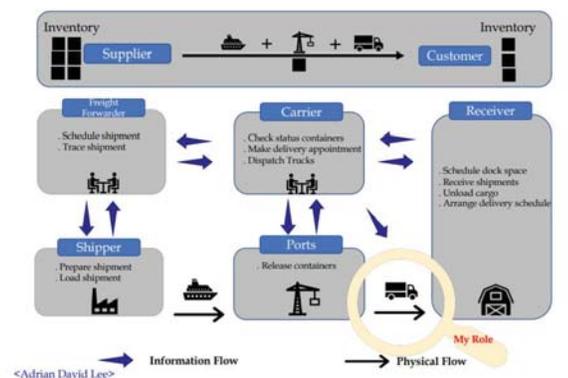


Project Profile: Replace Class 8a Old Diesel Trucks with NZE Trucks – \$2 million requested / \$6.7 million project total

- 24 owner-operators focusing on replacing Diesel Class 8a drayage trucks with Freightliner’s natural gas model
- All applications submitted under the same format by one consultant
- 23 applicants are looking to replace a single vehicle – One applicant is looking to replace five vehicles
- Average amount of funding requested per vehicle – \$72.7K



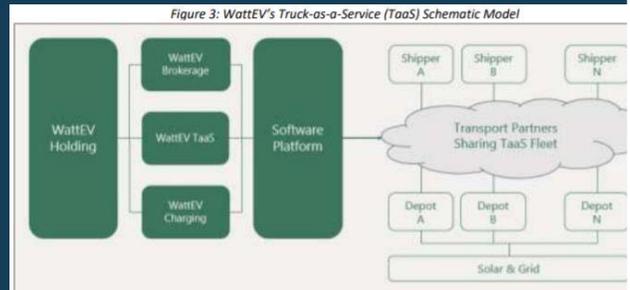
High Level Map for Truck Driver



Project Profile: Enabling Equitable Electrification – WattEV – \$3 Million Requested / \$15.6 Million Project Total



- Will procure and deploy 20 Class 8 Volvo battery electric trucks and establish two public charging sites in Los Angeles and San Bernardino County
 - LMFP funds are requested for vehicle procurement exclusively
- Includes partnership with Total Transportation Services Inc. (TTSI) and Penske Truck Leasing
- Truck as a Service (TaaS) business model – combines equipment reliability and charging access at a fixed cost to customers based on daily usage and miles driven, or fixed price per scheduled routes
- Budgeted \$4.8 million of their own cash as match (31%) – Nearly 5:3 cash to grant funding
 - Other sources: Carl Moyer (29% – Pending), HVIP (18% – Secured), & SCE Infrastructure (3% – Reserved)



Volvo VNR Electric Specifications	
Weight Class	Class 8 Heavy-Duty
Power	340kW/455hp/4,051 lb.-ft peak output torque
Battery Capacity	565 kWh
Charge Rate	250kW Direct Current (DC)
Braking Energy	5-15% regeneration depending on cycle
Top Speed	65 mph

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Transportation Committee Recommendation



- Recommend that the Regional Council approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million; and that the Contingency List Projects be considered for award should additional funding become available through the MSRC

16



Questions?

Scott Strelecki
Strelecki@scag.ca.gov
213-236-1893
www.scag.ca.gov





AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Southern California Goods Movement Communities Freight Impact
Assessment

RECOMMENDED ACTION FOR TC AND EEC:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff will provide an overview of the Southern California Goods Movement Communities Freight Impact Assessment study which is expected to start November 2021. Funded through a Caltrans Sustainable Transportation Planning Grant, this project will combine analysis and outreach to understand the positive and negative impacts of goods movement as well as the experience of these impacts on communities. This study will focus on public health, workforce development, and communications and outreach best practices. Key products include a toolkit for impacted communities with recommendations on goods movement impact mitigation and recommendations to connect communities to the economic opportunities of goods movement, as well as an updated innovative communications strategy that guides SCAG's goods movement related outreach.

BACKGROUND:

As stated in Connect SoCal, the efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

The Southern California Goods Movement Communities Freight Impact Assessment aims to understand and address the positive and negative impacts of goods movement on communities as well as to understand the experience of these impacts on the communities. Emissions from goods movement sources create public health impacts such as asthma and other respiratory ailments, increased stress, and increased cancer risk. In addition, noise, safety issues, aesthetic changes, vibrations, and natural resource depletion associated with goods movement impact quality of life and may also have health implications.

Goods movement impacts are particularly acute in communities near goods movement facilities and operations. Many of these communities are considered disadvantaged communities (DACs) using metrics established by various federal and state legislation and executive orders. Existing California and federal statutes mandate and encourage identification and execution of environmental justice (EJ) strategies to address the disproportionately high and adverse human health and environmental effects of transportation on minority and low-income populations and to achieve an equitable distribution of benefits and burdens.

While the benefits of goods movement are broadly dispersed in support of our consumption and economic activity, impacts are often concentrated, having disproportionate impacts on certain communities. It is therefore important to ensure that those most impacted are benefiting from the economic opportunities generated by the region's goods movement industry. This study aims to improve the ability of communities to capture the economic benefits of goods movement through a closer look at workforce development initiatives.

As part of SCAG's overarching goal to advance equity in the region, SCAG's Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG recognizes that for the region to become healthy, livable, sustainable, and economically resilient, it needs to dramatically improve outcomes for low-income families and communities of color. This study will be consistent with the overall goal and objectives of SCAG's equity initiatives. The study will coordinate with ongoing equity efforts at SCAG and benefit from lessons learned from recently completed efforts including SCAG's Racial Equity Early Action Plan, Inclusive Economic Recovery Strategy, Connect SoCal EJ Technical Report, and the Public Participation Plan.

In this study, a screening will be done to identify 6-8 communities of interest that are quantifiably disproportionately affected by goods movement activities and/or facilities, satisfy generally accepted criteria for a disadvantaged community, and represent and reflect various geographic areas, causes, and intensities.

The study work plan will also include:

- Extensive community outreach using innovative methods including workshops, focus groups, surveys and video challenges.

-
- Involvement of SCAG Equity Working Group, a Community Advisory Committee (CAC), and Community Based Organizations (CBOs) for outreach, input, and engagement.
 - Development of an Environmental Justice and Workforce Development Toolkit for Disadvantaged Communities from a goods movement perspective. The tools and strategies shall be focused on communication and engagement best practices, health and air quality improvement, and workforce development and economic opportunities.
 - Updating an outreach strategy for SCAG to use in communications with goods movement impacted communities.

This study is expected to result in an improved understanding of the challenges faced by goods movement impacted communities and how they are perceived; locally generated solutions and best practices to address goods movement challenges; identification and evaluation of innovative outreach tools and an improved community vetted approach towards outreach with goods movement impacted communities. This study will provide tools to empower communities to address goods movement challenges and benefit from economic opportunities in their neighborhood.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (145.4865.01)

ATTACHMENT(S):

1. PowerPoint Presentation - GM Communities Freight Impact Assessment

Southern California Goods Movement Communities Freight Impact Assessment

Project Introduction

Alison Linder, PhD
Senior Regional Planner
11/4/2021

www.scag.ca.gov



1

Challenges



- Air Quality
- Public Health
- Quality of Life
- Lack of Access to Economic Opportunities
- Disproportionate Impacts on disadvantaged communities
- Potential lack of representation in traditional outreach methods






2

2

Goals and Objectives



- Engage the populations of identified communities to understand their views related to goods movement challenges and opportunities.
 - Identify burdens related to air quality, traffic, and lack of employment
 - Identify economic opportunities and how to connect to them
- Prepare, execute, and evaluate an innovative communication approach
- Prepare a toolkit of strategies
- Build relationships with disadvantaged, freight impacted and frequently underrepresented communities.

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Connection to SCAG work on Equity



- SCAG's Early Action Plan for Equity
- Public Participation Plan
- Equity Tool and Planning Strategy
- AB 617 Communities Outreach
- Connect SoCal EJ Technical Report
- Equity Working Group
- Inclusive Economic Recovery Strategy



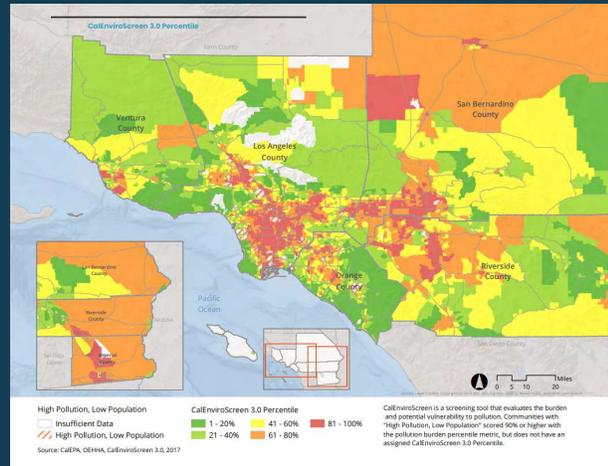
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Study Approach and Deliverables: Community Identification



- Identify 6-8 communities that:
 - Are quantifiably disproportionately affected by goods movement activities facilities and/or activities
 - Satisfy generally accepted criteria for a disadvantaged community
 - Represent and reflect various geographic areas, causes, and intensities
- Key Indicators include:
 - Economic Opportunities
 - Access to Transportation
 - Pending Developments
 - Zoning and Land use
 - Access to Education
 - Community Demographics
 - Public Health Indicators



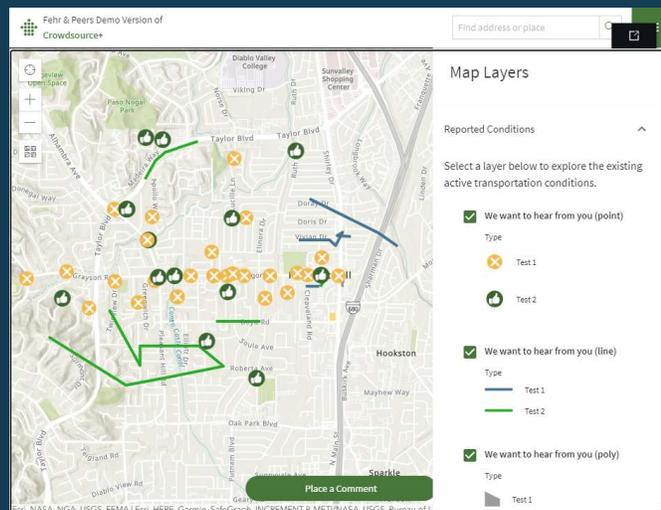
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Study Approach and Deliverables: Innovative Outreach



- Workshops
- Focus Groups
- Survey Using Fehr & Peers Crowdsource+ Tool
- Three 5 Minute Educational Videos
- TikTok Challenge
- Involvement of SCAG Equity Working Group
- Community Advisory Committee (CAC)
- CBO engagement



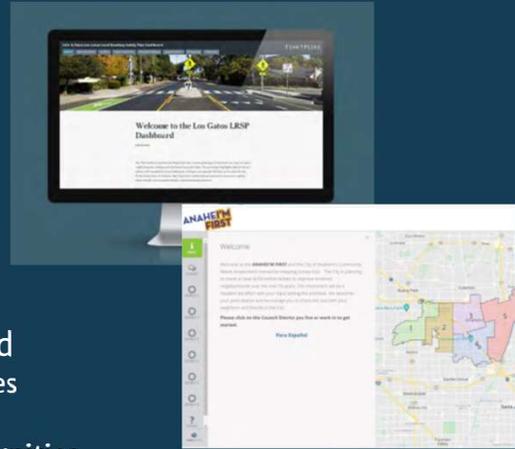
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Study Approach and Deliverables: Toolkit Development



- Tools used to create Toolkit
 - CrowdSource ++
 - ESRI Story Map
 - Report
- Toolkit targeted to 3 different audiences
 - Community specific
 - Regional wide
 - SCAG and other agencies
- Tools and strategies shall be focused around
 - communication and engagement best practices
 - health and air quality improvement
 - workforce development and economic opportunities
- Shared with identified communities and housed on SCAG website



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Expected Outcomes



- Improved approach to outreach with goods movement impacted communities
- Identification and evaluation of innovative outreach tools
- Improved understanding of challenges faced by goods movement impacted communities and how they are perceived
- Locally generated solutions and best practices to address goods movement challenges

Ultimately, community empowerment to address goods movement challenges and benefit from economic opportunities



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Next Steps



- Project kick-off, November 2021
- Project will be shared at December Equity Working Group Meeting
- We welcome your feedback as the project moves forward



Everything you buy touches a truck at some point!

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Questions?

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Global Supply Chain Challenges, Port Congestion and Delays

RECOMMENDED ACTION:

Information Only – No Action Required

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:

Global supply chains are gaining unprecedented attention as bottlenecks in our region—from congestion at the Ports of Los Angeles and Long Beach to warehouse and distribution centers filling up and dwell times doubling—continue to disrupt the flow of goods to consumers. David Libatique, Deputy Executive Director of Stakeholder Engagement, Port of Los Angeles, will discuss the circumstances that led to the recent port congestion, what the port is doing to weather the disruption, and future strategies for addressing further challenges.

BACKGROUND:

The Southern California Association of Governments (SCAG) region is home to the largest two ports in the country, the Ports of Los Angeles and Long Beach, together called the San Pedro Bay Ports. Our region has an extensive multimodal freight network that supports the flow of goods throughout the region, state and nation. Containerized trade between the U.S. and Asia constitutes the majority of international cargo transiting the SCAG region, with over a third of all containers in the U.S. moving through the San Pedro Bay Ports. Cargo volumes have exponentially increased since January 2021 by about 30 percent.

The SCAG region continues to be over-burdened by freight demand, and the effects have been even more acute with recent glitches in the supply chain that have resulted in system breakdowns. Bottlenecks in our region—from port congestion to warehouse and distribution centers filling up and dwell times doubling, has had rippling effects across the nation. As companies across the supply

chain try to navigate the congestion, President Biden announced that the Port of Los Angeles will work to enable 24 hours a day operation, following similar actions taken by the Port of Long Beach. The Governor has also issued an executive order to ease supply chain backlogs at California's ports, asking state agencies to find sites that can be used for the short-term storage of cargo, and to identify priority freight routes that could get temporary exemptions on weight restrictions. What is happening now highlights the significant demand and unique scale of the SCAG region and the need for greater transportation investment to strengthen the resiliency of our system.

The Transportation Committee will be joined by David Libatique, Deputy Executive Director of Stakeholder Engagement, Port of Los Angeles, to discuss the circumstances that led to the recent port congestion, what the port is doing to weather the disruption, and future strategies for addressing further challenges.

FISCAL IMPACT:

None.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Integrated Passenger and Freight Rail Forecast 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.

EXECUTIVE SUMMARY:

Staff will provide an update regarding the Integrated Passenger and Freight Rail Forecast, a SCAG study that is forecasting both passenger and freight train volumes over the next 20+ years to identify potential capacity improvements for consideration in the next Connect SoCal update.

BACKGROUND:

SCAG is undertaking the first regional integrated passenger and freight rail forecast for the six-county region. Since completing On the Move, the Comprehensive Regional Goods Movement Plan and Implementation Strategy in 2013, SCAG has recognized the need to simultaneously forecast passenger rail and freight rail volumes on a regional level. Multi-billion dollar investments such as Southern California Regional Rail Authority’s (Metrolink) Southern California Optimized Rail Expansion (SCORE), Brightline West and the California High Speed Rail Authority (HSR) project, along with continued growth in freight rail and goods movement through the San Pedro Ports Complex, call for taking a fresh look at future passenger and freight rail operations, capacity needs, and costs to identify areas that optimally benefit public and private rail stakeholders in the SCAG region in order to be prepared for future funding opportunities. Study objectives include:

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

A study technical advisory committee (TAC) has been formed and includes representatives from:

- the county transportation commissions (CTCs);
- Metrolink;
- the Los Angeles-San Luis Obispo-San Diego (LOSSAN) Rail Corridor Agency;
- HSR;
- Burlington Northern Santa Fe;
- Union Pacific;
- Caltrans; and
- the California State Transportation Agency.

Study progress to date includes the completion of a draft existing and future conditions report and goods movement forecast, and two TAC meetings convened to inform the study's progress. Preliminary rail simulation work has included a 2019 base year simulation, and future simulation years focusing on 2028 and 2035. The next TAC meeting is anticipated to occur in early November with the final one occurring in January of next year. Study completion is scheduled for February 2022.

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

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

The study scope-of-work provides for six rail simulations to be conducted. The simulations completed to date include the 2019 base year, a 2028 forecast (based on the Ports of Long Beach and Los Angeles Master Plan modeling freight growth assumptions and potential levels of passenger service with SCORE investments delivered by that time), and a 2035 forecast (based on freight growth, Metrolink SCORE levels of passenger service as included in 2020 Connect SoCal's financially-constrained plan, California high-speed rail and Brightline West). The additional forecasts will likely include a 2045 or 2050 horizon year.

NEXT STEPS:

SCAG staff will come back to the TC in February 2022 to present the study's draft final report.



FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation - Integrated Rail TC November 4, 2021

Integrated Passenger and Freight Rail Forecast

SCAG Transportation Committee

Scott Streleci, SCAG

Steve Fox, SCAG

November 4, 2021



Purpose and Objectives



Purpose

- Fresh look at future passenger and freight rail operations, capacity needs and costs
- Identify strategic projects/infrastructure that mutually benefit public and private rail stakeholders in order to win funding opportunities

Objectives

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

Project Tasks



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



Technical Advisory Committee

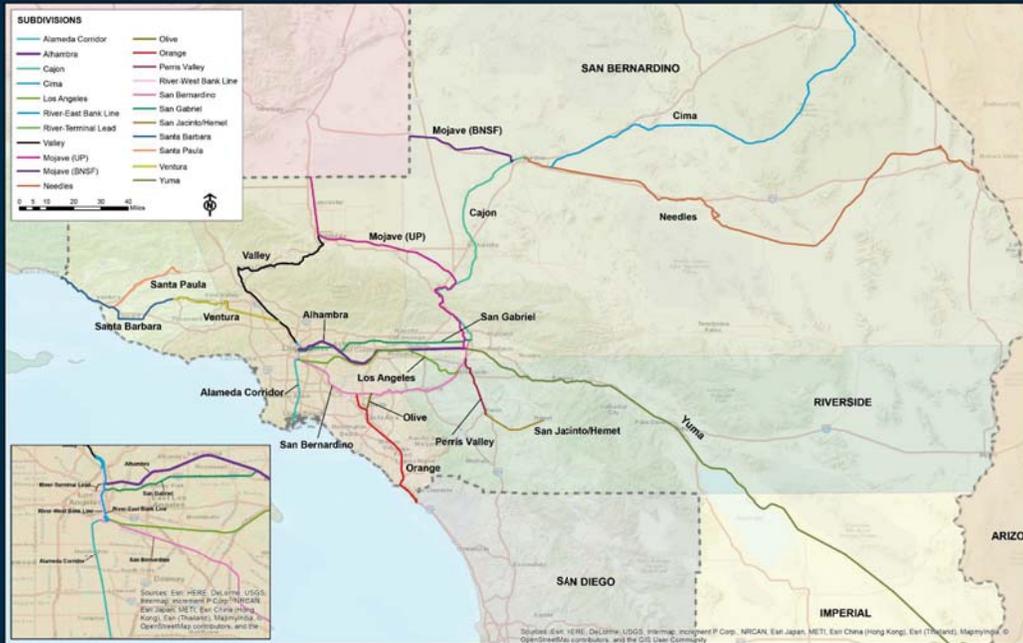


Includes representatives from:

- County transportation commissions (CTCs)
- Metrolink
- Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
- California High-Speed Rail Authority
- Union Pacific Railroad
- Burlington Northern Santa Fe Railway
- California Department of Transportation
- California State Transportation Agency



Regional Rail Map of SCAG Region



Rail Traffic Controller



- Rail Traffic Controller™ (RTC) is a state-of-the-art software tool for dispatching and scheduling trains
- Based on Windows™ standard interface
- RTC™ designed for use in both real-time and offline-planning modes

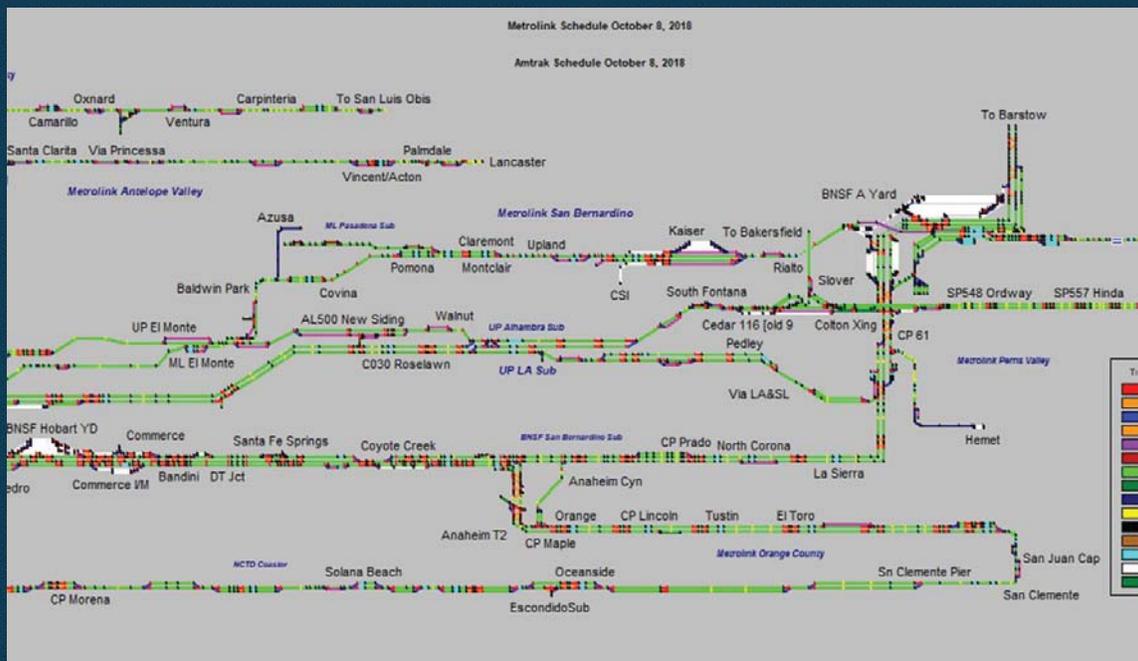
Attachment: PowerPoint Presentation - Integrated Rail TC November 4, 2021 [Revision 1] (SCAG Integrated Passenger and Freight Rail

Rail Traffic Controller

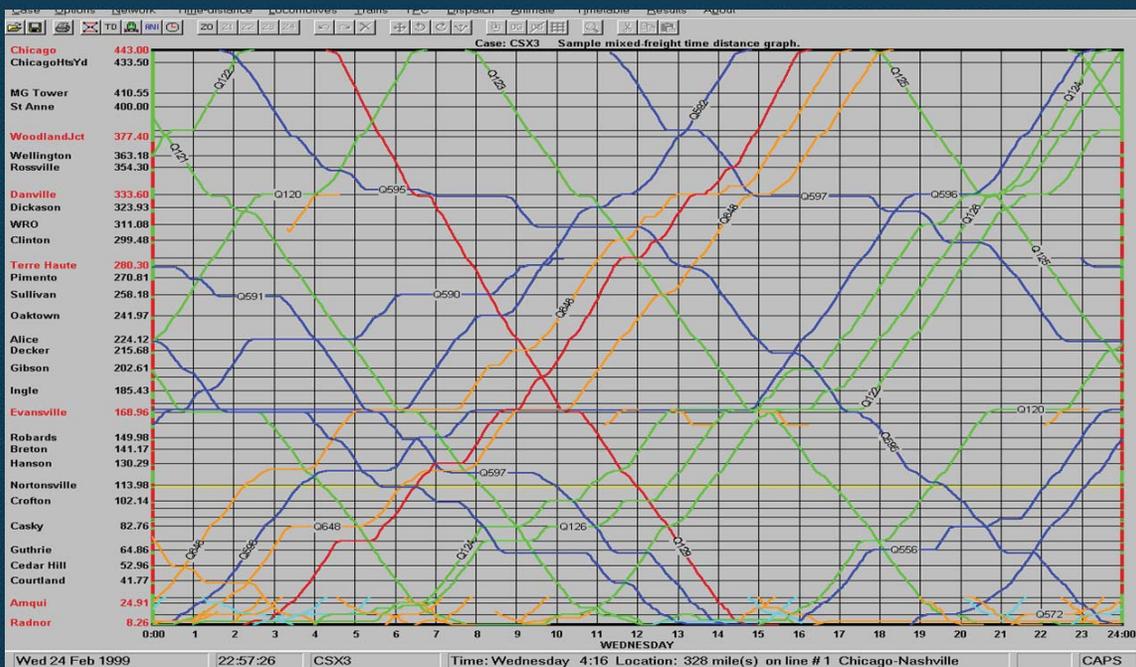
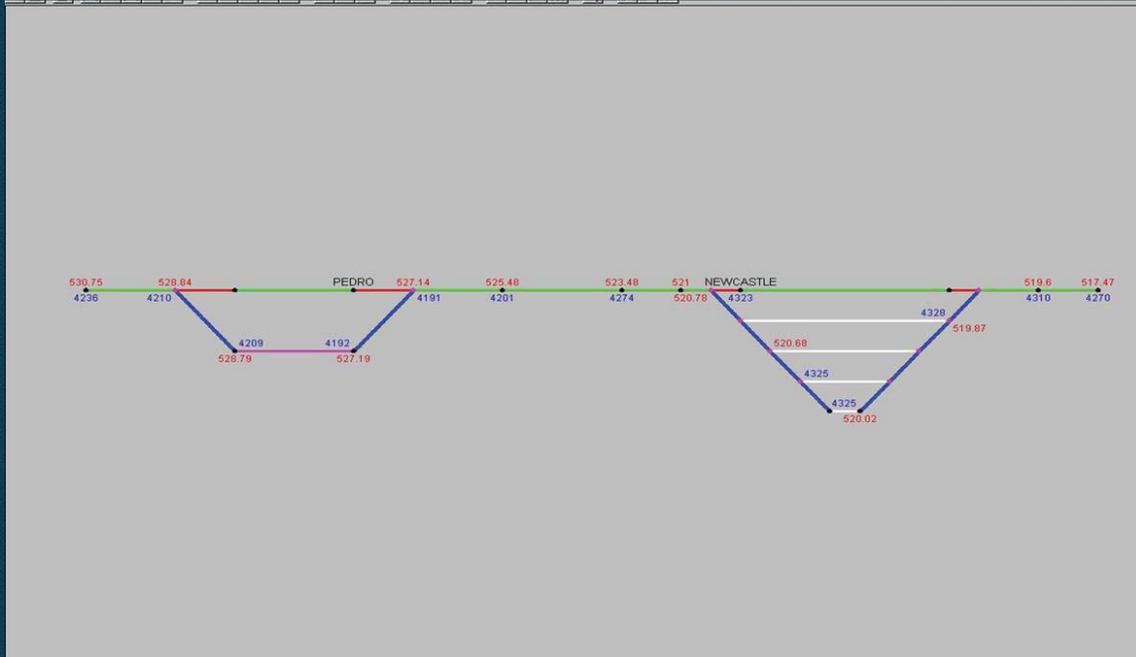


- Simulates trains running over a rail network
- Dispatches trains
- Optimizes dispatching and routing of trains to minimize either delay or cost
- Generates train schedules
- Generates train delay reports
- Displays results in high resolution graphics

RTC Modeling Network



Attachment: PowerPoint Presentation - Integrated Rail TC November 4, 2021 [Revision 1] (SCAG Integrated Passenger and Freight Rail



Rail Simulations



- 2019 Base Year Scenario
- 2028 Scenario
 - Augmented Metrolink, first two Union Station run-thru tracks, Antelope Valley Line improvements, forecasted freight growth
- 2035 Scenario
 - SCORE build-out included in 2020 Connect SoCal, CA HSR to L.A. and Anaheim, forecasted freight growth
- TBD (2045/2050)

Progress to Date



- Existing and Future Conditions
- Two TAC Meetings
- CTC/Metrolink Meetings
- 2019 Base Year Simulation
- 2028 Simulation
- Two 2035 Simulations

Next Steps



- Two additional simulations
- January 2022 update to TC
- Project completion February 2022
- Study findings to inform 2024 Connect SoCal update

Questions



Questions?



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
November 4, 2021

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Regional Express Lanes Concept of Operations Update Overview

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Connect SoCal includes strategies for a Regional Express Lane System that facilitates travel within the SCAG region by developing a regionally coordinated approach to the system, particularly focusing on improving intercounty travel. County Transportation Commissions (CTCs), in collaboration with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), are responsible for planning and implementing individual Express Lanes within their county borders. The Regional Express Lane System Concept of Operations (ConOps) provides a blueprint for integrating individual express lane projects into a regional system by identifying a comprehensive set of issues that should be addressed by the stakeholder agencies as they advance individual express lane projects.

Through the ConOps process, SCAG aims to provide an open forum for focused discussion on emerging issues facing regional express lanes implementation. SCAG convened a stakeholder group including members from Caltrans, FHWA, Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA). The group collaborated on strategic recommendations on emerging issues, identifying actionable outcomes, and contributing to specific language to be included in the ConOps Update.

BACKGROUND:

There are currently five operating Express Lane facilities in the SCAG region and thirteen in development. These include six express lane corridors that will cross county lines. As more projects

are implemented, the need for a regionally integrated vision grows. Conceptualizing the Regional Express Lanes network is a balance between a regional desire for consistency and the flexibility for CTCs to address local needs and requirements in their express lane planning and implementation. In this way, the need for appropriate Express Lane policy choices in the ConOps update and regional consistency is not about express lanes having the same policies but understanding the differences between express lane corridors and working within that flexibility to improve the user experience.

The first ConOps was developed in 2016. It leveraged the success of the I-110 and I-10 Express Lane conversions in 2012 and 2013, screening highway corridors in Los Angeles, Orange, Riverside and San Bernardino Counties to identify a regional network of express lanes. Priority corridors in all four counties were included in SCAG 2016 RTP/SCS. SCAG is currently updating its Regional Express Lane ConOps document. Since the last ConOps was completed in 2016:

- Two new Express Lane Segments have opened: (1) SR-91 Express Extension (2017; RCTC) and (2) I-15 Express Lanes (2021; RCTC).
- Standalone express lane ConOps reports have been initiated for over 171 miles of highway in 9 corridors
- Construction has been completed or is underway on \$3.7 billion in express lane expansions in the four-county region. \$2.1 billion in express lane projects are funded and programmed to come online by 2027.

The update revisits the recommendations included in the 2016 Regional ConOps and extends its focus to a broader discussion of policy issues that have percolated to the surface over the past five years, particularly those that would benefit from a more coordinated regional response. This approach is particularly important as the regional system continues to expand in the next few years and could potentially result in future policy variations as more express lane corridors cross county lines.

One of the goals of SCAG's Regional Express lanes ConOps is to facilitate collaborative decision-making in identifying policy, design, operational and business requirements. Some of the policy issues that are being addressed by the stakeholders during the ConOps update process include:

- Regional Consistency
- Network Coordination
- Occupancy Rates
- License Plate Tolling Policies
- Signage
- Degradation
- SB 743 Assessment and Mitigation



WSP, currently under contract with SCAG, is facilitating discussions with SCAG and our regional partners, along with Caltrans and FHWA, to update the ConOps. The ConOps update is anticipated to be completed by December 2021. SCAG staff will provide a brief introduction and the WSP team will provide an overview of the ConOps process, discuss key issues, and potential solutions surfacing during the update.

FISCAL IMPACT:

Work associated with this item is included in the FY 2021-2022 Overall Work Program (OWP) budget under project number 265.2125.02, Express Travel Choices Phase III.

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Express Lanes Concept of Operations Update Overview

Regional Express Lanes Concept of Operations Update Overview

Transportation Committee
November 4, 2021

www.scag.ca.gov



REL ConOps Context Setting

- There are currently five operating Express Lane facilities in the SCAG region and thirteen in development, including six corridors that will cross county lines.
- The first REL ConOps was developed in 2016. Priority corridors in four counties were included in SCAG 2016 RTP/SCS.
- SCAG is currently updating the ConOps. Since 2016:
 - Two new Express Lane Segments have opened: (1) SR-91 Express Extension (2017; RCTC) and (2) I-15 Express Lanes (2021; RCTC).
 - Standalone express lane ConOps reports have been initiated for over 171 miles of highway in 9 corridors
 - Construction has been completed or is underway on \$3.7 billion in express lane expansions in the four-county region. \$2.1 billion in express lane projects are funded and programmed to come on line by 2027.

Intent of the ConOps Update

- Assist stakeholders to build a successful regional express lane network
- Identify issues to resolve as the region moves ahead, together with potential solutions
- Update technical and operational recommendations
- Provide policy makers with a comprehensive and accessible understanding of the express lane development process
- Provide initial recommendations on the Express Lane Network to include in the 2024 RTP/SCS update
- Provide a forum for ongoing dialogue

Audience for the ConOps Update

Express Lane Stakeholders

- CTCs – LA Metro, OCTA, RCTC, SBCTA
- Caltrans – HQ, Districts 7, 8, 12
- FHWA

Public Officials

- SCAG Policy Committees/Regional Council
- CTC Board Members
- County Officials
- Other Policy Makers



Current Status of the Connect SoCal Regional Express Lane Network



The ConOps Focuses on Key Issues and Potential Solutions

- Regional Consistency
- Network Coordination
- Occupancy Rates
- License Plate Tolling Policies
- Signage
- Degradation
- SB 743



Regional Consistency

- There is a desire for regional consistency across the network
 - *Occupancy Requirements*
 - *Toll Collection*
 - *Operational Policies*
- Allow flexibility for CTCs to address local needs and requirements
- Customer facing issues – *especially signage* – must be addressed in as consistent a manner as possible to help motorists navigate potential differences
- Goal of improving the user experience on the express lane network

Network Coordination

There are multiple forums for coordination:

- SCAG Stakeholder Group
Regional Express Lane Policies / SB 743 Coordination
- CTCOC
Technical & Operational Issues / Interoperability
- Bilateral CTC to CTC Coordination
Cross-County Express Lane Agreements / Legal & Financial Issues
- Internal CTC Coordination
Planning for intersecting facilities – toll segments and signage
- Standing inter-agency coordination meetings
Include express lanes as an agenda item

Cross-County Express Lane Coordination

- Coordination should start early – during the environmental approval phase
- Negotiate a Master Agreement followed by a more detailed Operational Agreement
- Establish an *ad hoc* committee of board members that is empowered to make decisions when issues arise
- Establish working groups to drill down into the details
 - *Executive Committee*
 - *Civil*
 - *Toll Operations*
 - *Financial*
 - *ConOps*

Setting Vehicle Occupancy Rates

- Clarified in Caltrans TOPD 20-02
- CTCs make decisions on occupancy based on operational considerations and revenue expectations
- CTCs should advise Caltrans of proposed changes in occupancy requirements



Signage

- All signage must be compliant with MUTCD
- An update of MUTCD is currently pending (*first in 11 Years*)
- As the express lane network expands, signage needs will become more complex
- CTCs have a vested interest in pursuing region-wide conformity for Express Lane signage
- Per MUTCD, signs are limited to three rows of text
- When signage needs arise that are not specifically addressed in MUTCD, multiple-sign solutions may be required
- Consider the ramifications of design and operations policy decisions on signage requirements

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License Plate Tolling

- License plate tolling policies influence regional consistency and signage needs
- Current license plate tolling policies
 - LA Metro: *Pay as You Go – Base toll plus \$4.00 processing fee*
 - OCTA: *Not provided on 91 Express or the I-405 Express Lanes*
 - RCTC: *Not provided on 91 Express or the I-15 Express Lanes*
 - SBCTC: *License plate toll rates – Double the FasTrak toll plus \$1.00*
 - TCA: *Pay Toll Now – Peak period rates at all times*
- License plate tolling policies can benefit from ongoing network and agency-to-agency coordination

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Degradation – Mandated in 23 U.S.C. § 166

- Projects constructed with federal funding are degraded if average speeds fall below 45 mph 10% of the time or more during a.m. or p.m. peak period
- Caltrans' annual *California High-Occupancy Vehicle Facilities Degradation Report* identifies facilities that are degraded
- Caltrans District Offices prepare facility-specific annual *Action Plans* identifying mitigation measures for degraded facilities
- FHWA is requiring Caltrans to complete degradation analytics
 - *Needs to be a clear nexus between mitigation measures and the causes of degradation*
 - *Mitigation projects need to be programmed within three years*

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SB 743 – An emerging issue affecting all Express Lane capacity projects with no definitive assessment framework

- Caltrans *Transportation Analysis Framework (TAF)* September 2020
 - NCST calculator tool (*not for Express Lanes*)
 - Travel demand models (*must be approved for use by Caltrans*)
- Caltrans *Transportation Analysis Under CEQA (TAC)* September 2020
 - Determining the Significance of VMT impacts
- Mitigation approaches unclear

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SB 743 – An Emerging Issue

- Through the ConOps process SCAG has initiated a regional dialog to explore SB 743 issues with Caltrans:
 - *The use of travel demand models to forecast VMT effects*
 - *Review of the induced demand elasticities included in the NCST Calculator tool*
 - *Additionality – using elements of the RTP / SCS for VMT mitigation*
 - *A programmatic approach for performance-based VMT mitigation*
- Regional coordination on SB 743 will continue following the conclusion of the ConOps update

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Status of the ConOps Update

- Draft to be completed mid-November 2021
- Stakeholder review November/December
- Final ConOps end December 2021



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Thank You

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