



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) \*

# ENERGY AND ENVIRONMENT COMMITTEE

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

**Thursday, June 2, 2022**  
**9:30 a.m. – 11:30 a.m.**

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

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

**<https://scag.zoom.us/j/317727062>**

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

**Call-in Number: 1-669-900-6833**  
**Meeting ID: 317 727 062**

### ***PUBLIC ADVISORY***

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, June 1, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

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

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@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/317727062>
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: 317 727 062**, 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*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

---

### EEC - Energy and Environment Committee *Members – June 2022*

1. **Hon. Deborah Robertson**  
EEC Chair, Rialto, RC District 8
2. **Sup. Luis Plancarte**  
EEC Vice Chair, Imperial County
3. **Hon. Cindy Allen**  
Long Beach, RC District 30
4. **Hon. Ana Beltran**  
Westmorland, ICTC
5. **Hon. Daniel Brotman**  
Glendale, AVCJPA
6. **Hon. Margaret Clark**  
Rosemead, RC District 32
7. **Hon. Robert Copeland**  
Signal Hill, GCCOG
8. **Hon. Maria Davila**  
South Gate, GCCOG
9. **Hon. Ned Davis**  
Westlake Village, LVMCOG
10. **Hon. Rick Denison**  
Yucca Valley, SBCTA
11. **Hon. Julian Gold**  
Beverly Hills, WSCCOG
12. **Hon. Shari Horne**  
Laguna Woods, OCCOG
13. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
14. **Hon. Jonathan Ingram**  
Murrieta, WRCOG
15. **Hon. Dan Kalmick**  
Huntington Beach, OCCOG

---

#### 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*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

---

- 16. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 17. Hon. Elaine Litster**  
Simi Valley, VCOG
- 18. Hon. Diana Mahmud**  
South Pasadena, SGVCOG
- 19. Hon. Cynthia Moran**  
Chino Hills, SBCTA
- 20. Hon. Oscar Ortiz**  
Indio, CVAG
- 21. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 22. Sup. Carmen Ramirez**  
Ventura County
- 23. Hon. Greg Raths**  
Mission Viejo, OCCOG
- 24. Hon. Richard Rollins**  
Port Hueneme, VCOG
- 25. Hon. Sharon Springer**  
Burbank, SFVCOG
- 26. Hon. Connor Traut**  
Buena Park, OCCOG
- 27. Hon. John Valdivia**  
San Bernardino, SBCTA
- 28. Hon. Colleen Wallace**  
Banning, WRCOG
- 29. Hon. Edward Wilson**  
Signal Hill, GCCOG

---

### 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*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

---

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room  
Los Angeles, CA 90017  
**Thursday, June 2, 2022**  
**9:30 AM**

The Energy and Environment 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 Deborah Robertson, 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: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, June 1, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Energy and Environment Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, June 1, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



## REVIEW AND PRIORITIZE AGENDA ITEMS

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the Meeting – April 7, 2022
2. Two Transit Transportation Control Measures (TCMs) Substitution by Orange County Transportation Authority (OCTA)

#### Receive and File

3. California Transportation Assessment Report (AB 285) Joint Comment Letter
4. Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active Transportation Resource Center
5. Housing-Supportive Grant Application Technical Assistance
6. Policy Development Framework for Connect SoCal 2024

### INFORMATION ITEMS

7. Connect SoCal 2024 Local Data Exchange Launch 30 Mins.  
*(Kevin Kane, Program Manager I)*
8. Water Resilience and Planning 20 Mins.  
*(Martha Davis, Water Policy Advisor)*
9. 2020 Sustainable Communities Program (SCP) Call for Projects 1-4 Combined Update 15 Mins.  
*(Cory Wilkerson, Program Manager II)*
10. CARB Draft Scoping Plan 10 Mins.  
*(Sarah Dominguez, Program Manager II)*

### CHAIR'S REPORT

*(The Honorable Deborah Robertson, Chair)*

### STAFF REPORT

*(Rachel Wagner, 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 - Policy Meeting Room  
Los Angeles, CA 90017  
April 7, 2022

**ENERGY AND ENVIRONMENT COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, APRIL 7, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and 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**

<b>Hon. David Pollock, Moorpark (Chair)</b>	<b>District 46</b>
<b>Hon. Deborah Robertson, Rialto (Vice Chair)</b>	<b>District 8</b>
Hon. Cindy Allen, Long Beach	District 30
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Oscar Ortiz, Indio	CVAG
Sup. Luis Plancarte	Imperial County
Hon. Randall Putz, Big Bear Lake	District 11
Sup. Carmen Ramirez	Ventura County
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Richard Rollins, Port Hueneme	VCOG
Hon. Sharon Springer, Burbank	SFVCOG
Hon. Connor Traut, Buena Park	OCCOG





---

Hon. John Valdivia, Signal Hill	GCCOG
Hon. Colleen Wallace, Banning	WRCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

**Members Not Present**

Hon. Ana Beltran, Westmoreland	ICTC
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Maria Davila, South Gate	GCCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Jonathan Ingram, Murrieta	WRCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Jesus Silva, Fullerton	President’s Appointment

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair David Pollock called the meeting to order at 9:33 a.m. Vice Chair, Deborah Robertson, Rialto, District 46, led the Pledge of Allegiance. Staff confirmed a quorum was present.

**PUBLIC COMMENT PERIOD**

Chair Pollock opened the public comment period and provided detailed instructions on how to provide public comments. He noted that this was the time for members of the public to offer comment for matters that are within SCAG’s jurisdiction but are not listed on the agenda.

He reminded the public to submit comments via email to [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov). He noted that public comments received via email to after 5pm on Wednesday, April 6, 2022, would be announced and included as part of the official record of the meeting.

SCAG staff noted there were no written public comments received by email before or after the 5pm deadline on Wednesday, April 6, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

Seeing no public comment speakers, Chair Pollock closed the public comment period for matters not listed on the agenda.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

---

---

## ELECTION OF EEC CHAIR AND VICE CHAIR

Supervisor Carmen Ramirez, Ventura County, nominated Deborah Robertson, for Chair of the Energy and Environment Committee and was seconded by Colleen Wallace, Banning, WRCOG.

Vice Chair Robertson thanked members for her nomination.

Chair Pollock stated that if there were no other nominations, he would declare Mayor Robertson as winner by acclamation.

Vice Chair Robertson asked if there had been any other [members] who had submitted their name for nomination.

Chair Pollock stated Jeffrey Elder, Deputy Legal Counsel, was on the line to announce nominations. Jeffrey Elder, Deputy Legal Counsel, stated there were no nominations received for the Vice Chair position and would need to call for nominations from the floor.

Chair Pollock opened up nominations from the floor for position of Vice Chair of the Committee.

Vice Chair Robertson, nominated Oscar Ortiz for Vice Chair and was second by Policy Committee Member Diana Mahmud, South Pasadena, SGVCOG.

Chair Pollock stated that if there were no other nominations, he would declare Oscar Ortiz elected Vice Chair as winner by acclamation.

Chair Pollock asked if there were any public comments, seeing none, Chair Pollock closed public comments for this item.

Deputy Legal Counsel Elder announced that because they were remote, they needed to do roll call for all of their actions. He stated they could do a joint roll call vote for both positions in order to formalize it.

Chair Pollock stated a motion would be in order to confirm the election of Deborah Robertson and Oscar Ortiz as Chair and Vice Chair of the Committee.

A MOTION was made (Mahmud) to approve the election of Deborah Robertson and Oscar Ortiz as Chair and Vice Chair of the Committee, respectively. Motion was SECONDED (Clark) and passed by the following votes:

**AYES:** Allen, Brotman, Clark, Davis, Gold, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud,

---

Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Springer, Traut, Valdivia and Wallace (22)

**NOES:** None (0)

**ABSTAINS:** None (0)

**CONSENT CALENDAR**

There were no public comments on this item.

Approval Items

1. Minutes of the Meeting – March 3, 2022
2. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

Receive and File

3. SCAG Climate Action Resolution Quarterly Update

A MOTION was made (Robertson) to approve the Consent Calendar. Motion was SECONDED (Valdivia) and passed by the following votes:

**AYES:** Allen, Brotman, Clark, Davis, Gold, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Springer, Traut, Valdivia, Wallace and Wilson (23)

**NOES:** None (0)

**ABSTAINS:** None (0)

**INFORMATION ITEMS**

4. Draft 2022 South Coast Air Quality Management Plan (AQMP)

There were no public comments on this item.

Rongshen Luo, Program Manager of the Environmental Business Unit, introduced Dr. Sarah Rees, Deputy Executive Officer with the South Coast AQMP and Ariel Fideldy, who would be making a joint presentation on the Draft 2022 Air Quality Management Plan (AQMP). He stated that the Draft 2022 AQMP was a very important plan, not only because it would reduce air pollution and improve air quality in the region but also because SCAG was one of the preparing agencies under the AQMP and had implications for SCAG's future regional transportation plans and programs.

Dr. Sarah Rees shared her presentation, where she discussed what an AQMP was and discussed the timeline of the Draft AQMP.

Oscar Ortiz, Indio, CVAG, asked Dr. Rees what the impacts of them being bumped up to extreme for non-attainment were for the Coachella Valley. He asked if there were any other impacts besides them getting additional time. Dr. Rees replied saying they bumped up Coachella to extreme and there were no significant impacts. Policy Committee Member Ortiz also asked if in terms of aircraft there was any movement towards hydrogen fuel. Dr. Rees stated there was a lot of experimental work on smaller aircrafts and that they were many years away from being at demonstration level.

Britt Huff, Rolling Hills Estates, SBCCOG, had questions regarding electrification's effectiveness for shipping and alternative technology. Dr. Rees explained electrification would not be effective for shipping, due to the battery issue. She stated they were looking into fuel cell technology to see where that could be effective.

Margaret Clark, Rosemead, SGVCOG, shared information about studies showing how Chinese emissions were causing pollution [in the United States] and how communities in the southern borders were suffering from emissions coming from Mexico. She asked if from that standpoint, they were punishing their own people when pollutants were coming from other countries that probably did not have same standards. Dr. Rees, shared there were provisions in the clean air act that made some exceptions if pollution was coming from other countries. She clarified that even though they were getting ozone from Asia, it was not causing the higher levels in pollution. She explained that the biggest contributors for fine particulate matter was emissions within our basin as well as getting emissions from wildfire, smoke, and dust from dust storms.

Diana Mahmud, South Pasadena, SGVCOG, asked about air quality impacts and the association with the production of green hydrogen. Dr. Rees shared green hydrogen was important from a climate perspective because they were able to use renewable resources.

Sharon Springer, Burbank, SFVCOG, asked if they could enhance the reduction [of emissions] by more personal action such as walking, taking the train or bus. Dr. Rees shared that personal cars, were relatively a small chunk of that. She stated that ozone concerns came from goods movements

as those were the huge emitters and they were working on figuring out ways of cleaning up the supply chain.

Ariel Fideldy, Manager at South Coast Air Quality Planning Section at the California Air Resources Board (CARB), provided an update on the Attainment Plan to reduce emissions.

Chair Pollock thanked speakers for their presentations.

The comprehensive staff report, including PowerPoint presentation, was included in the agenda packet and can be accessed on the SCAG website.

Chair Pollock stated he would have to walk back the agenda. He stated they had discovered after they had elected their officers for the next year, that [Policy Committee Member] Ortiz was not currently a member of the Regional Council and [SCAG's] bylaws actually required the Chairs and Vice Chairs of Committees to be members of the Regional Council. He stated that with his apologies to Member Ortiz, they needed to ask for a motion to reconsider and reopen the nominations for Vice Chair.

A MOTION was made (Ramirez) to reconsider the election of officers. Motion was SECONDED (Robertson) and passed by the following votes:

**AYES:** Brotman, Clark, Davis, Gold, Huff, J. Kalmick, Litster, Mahmud, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Springer, Traut, and Wallace Wilson (19)

**NOES:** None (0)

**ABSTAINS:** None (0)

Chair Pollock reopened nominations for Vice Chair. He clarified he only needed a nomination and did not need a second.

Vice Chair Robertson stated she nominated Supervisor Luis Plancarte.

Chair Pollock closed the nominations and declared by acclamation that Supervisor Plancarte was Vice Chair. He then stated they needed a motion and a vote to officially adopt that.

A MOTION was made (Wallace) to elect Supervisor Luis Plancarte as Vice Chair of the Committee. Motion was SECONDED (Ortiz) and passed by the following votes:

**AYES:** Brotman, Clark, Davis, Gold, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Springer, Traut, and Wallace (20)

**NOES:** None (0)

**ABSTAINS:** None (0)

There were no public comments on this item.

5. Equity Analysis Approach (formerly Environmental Justice Analysis)

There were no public comments on this item.

Anita Au, Senior Regional Planner, provided a preview of staff’s proposal on the Connect SoCal 2024 Equity Analysis, previously known as the Environmental Justice Analysis. She explained that they wanted to ensure their analysis approach lined up with Federal and State Equity Efforts.

Elaine Litster, Simi Valley, VCOG, asked if Ms. Au if she could define what the threshold was for rent burdened criteria, and wanted to know if it was a percentage of income, a percentage of population. Ms. Au stated they currently did not have the thresholds because they would be doing the analysis. She stated the threshold was determined by the percentage of the regional population within each criterion.

Policy Committee Member Springer stated that in relation to [Prioritized Equity Populations and Areas] PEPA and the disabled and senior population, though they did not live in the PEPA area they needed to get connected, they needed access to public transportation.

Chair Pollock announced they would be taking items out of order. He stated they would take Item 7 before Item 6 if there was no objection.

7. Policy Development Framework for Connect SoCal 2024

There were no public comments on this item.

Sarah Dominguez, Program Manager, provided an overview of Connect SoCal’s framework development. She stated the framework for policy development would be outlining how they would be bringing issues and discussion items forward to the different policy committees. She stated they would be seeking input and feedback before adopting final version.

Policy Committee Member Springer stated she spoke up for the disabled as a liaison to the Burbank Council on Disabilities she shared they felt like they were being left behind and wanted to be part of the inclusivity. She stated that active transportation and universal design were very important to them.

The comprehensive staff report, including PowerPoint presentation, was included in the agenda packet and can be accessed on the SCAG website.

#### 6. Racial Equity Early Action Plan – FY22 Progress Report

There were no public comments on this item.

Courtney Aguirre, Performance Strategy Program Manager, stated she would be sharing highlights from SCAG's efforts to implement its first Racial Equity Action Plan. She provided a brief background as to how SCAG's Regional Council adopted a resolution affirming its commitment to advancing equity, diversity and inclusion throughout the region. Ms. Aguirre explained the resolution called for the formation of an Ad Hoc Special Committee on Equity and Social Justice to further develop the agencies response to advancing equity more meaningfully. She explained the committee's work culminated in the development of the action plan which included an overarching definition of equity, goals and strategies and early actions that were internally and externally focused. Lastly, Ms. Aguirre discussed future goals and expressed there was still a lot of work to be done, she stated they were receptive to hearing about opportunities for partnership with others on how to advance equity and ideas for new actions.

Robertson, suggested formation appointments by outgoing presidents. Helpful if people on committee could be listed in the presentation. Governing body giving the direction. Also list partnerships.

The comprehensive staff report, including PowerPoint presentation, was included in the agenda packet, and can be accessed on the SCAG website.

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

Chair Pollock stated this was his last meeting as Chair [of the committee] and thanked everyone for the amazing things they were able to do during his chairmanship in particular the Climate Action Plan they got past and the Greenprint which they would get past. He stated it had been an honor and privilege to serve as Chair. He stated he believed deeply in the work they did there and the progress they were making. He thanked them for the privilege to serve as their Chair and he left with great faith in Mayor Robertson and Supervisor Plancarte that they would be able to carry on. He shared he was good through November on his City Council, but he was not planning on running

for re-election and chose not to run for re-election to his Regional Council seat. He stated the meeting in Palm Desert [General Assembly] would be his last meeting with SCAG. He stated it had been 8-9 years he had been involved with SCAG and had learned an incredible amount and was always impressed as to what they could do as a regional group. He once again thanked them for allowing him to be Chair.

Supervisor Ramirez stated Chair Pollock was a tremendous leader in Ventura County and stated she would miss him in his public roles because he was always the collaborative visionary. She thanked him.

Robertson echoed the same sentiments as Supervisor Ramirez, thanked Chair Pollock for his leadership and appreciated his steadiness.

### **STAFF REPORT**

Rachel Wagner reminded everyone that the [Regional Conference and General Assembly] was taking place the following month May 5-6. She shared that elected officials and city managers could attend for free. She shared SCAG was undergoing its certification review from the U.S. Department of Transportation, where every four years they must certify SCAG to ensure it is carrying out its Metropolitan Planning Process in adherence with federal statutes and regulations. She stated that as part of this process SCAG would be hosting a public listening session from 5-6 p.m. on Tuesday, April 12. Ms. Wagner also took the opportunity to thank outgoing Chair Pollock for his service and leadership to SCAG as Chair of EEC and on the Regional Council. She stated that in her capacity as Regional Affairs Officer for Ventura County she had gotten to know him well over the years and will miss working together.

### **FUTURE AGENDA ITEMS**

There were no future agenda items.

### **ANNOUNCEMENTS**

Policy Committee Member Ortiz stated he would like to get a discussion on the future plans for the Salton Sea and the Lithium projects coming up in the Salton Sea as well.

Policy Committee Member Greg Rath, Mission Viejo, OCCOG, requested an update on sodium batteries that are more environmentally friendly.

### **ADJOURNMENT**





There being no further business, Chair Pollock adjourned the Energy and Environment Committee meeting at 11:40 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

//

**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2021-22**

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Allen, Cindy	Long Beach, District 30	1	1		0	1	1		1		0	1		6
Beltran, Ana	Westmoreland, ICTC	1	0		0	1	0		1		0	0		3
Brotman, Daniel	Glendale, AVCJPA	1	1		1	1	1		1		1	1		8
Clark, Margaret	Rosemead, SGVCOG	1	0		1	1	1		1		1	1		7
Copeland, Robert	Signal Hill, GCCOG	1	1		1	1	1		1		1	0		7
Davila, Maria	South Gate, GCCOG	0	0		0	0	0				0	0		0
Davis, Ned	Westlake Village, LVMCOG	1	1		1	0	1		1		1	1		7
Denison, Rick	Yucca Valley, SCBTA	1	1		0	1	0				0	0		3
Gold, Julian	Beverly Hills, WSCCOG	1	1	D	1	1	1	D	1	D	0	1		7
Horne, Shari	Laguna Woods, OCCOG	1	1		1	1	1		1		1	0		7
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1	A	1	1	1	A	1	A	0	1		7
Ingram,Jonathan	Murrieta, WRCOG				1	1	1				0	0		3
Kalmick, Dan	Huntington Beach, OCCOG	1	1		1	1	1		1		1	1		8
Kalmick, Joe	Seal Beach, District 20	1	1	R	1	1	1	R	1	R	1	1		8
Litster, Elaine	Simi Valley, VCOG	1	0		1	1	1		1		1	1		7
Mahmud, Diana	So. Pasadena, SGVCOG	1	0	K	1	1	1	K	1	K	1	1		7
Moran, Cynthia	Chino Hills, SBCTA	1	1		1	1	1		1		1	0		7
Ortiz, Oscar	Indio, CVAG	1	1		1	1	1		1		0	1		7
Plancarte, Luis	Imperial County	1	1		1	1	1		1		1	1		8
Pollock, David (CHAIR)	Moorpark, VCOG	1	1		1	1	1		1		1	1		8
Putz, Randall	Big Bear Lake, District 11	1	1		1	1	1		1		1	1		8
Ramirez, Carmen	Oxnard, RC District 45	1	1		1	1	1		1		1	1		8
Raths, Greg	Mission Viejo, OCCOG	1	1		1	1	1		1		1	1		8
Robertson, Deborah	Rialto, RC District 8	1	1		1	1	1		1		1	1		8
Rollins, Richard	Port Hueneme, VCOG	1	1		1	0	0		1		0	1		5
Silva, Jesus	Fullerton, President's Appointment	1	1		1	1	1		1		1	0		7
Springer, Sharon	Burbank, SFVCOG	1	0		1	1	1		1		1	1		7
Traut, Connor	Buena Park, OCCOG	1	1		1	1	1		1		0	1		7
Valdivia, John	San Bernardino, SBCCOG	0	1		1	0	1				0	1		4
Wallace, Colleen	Banning, WRCOG										1	1		
Wilson, Edward H.J.	Signal Hill, GCCOG	1	1		0	1	1		1		1	1		7

Attachment: EEC Attendance Sheet 2021-22 (Minutes of the Meeting - April 7, 2022)



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
November 15, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

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

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

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

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

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

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. OCTA TCM Substitution Report 060222

## ORANGE COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

### I. Introduction

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

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

### II. TCM Substitution Process

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

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

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

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

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

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

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

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

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

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

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

"(II) consultation with the Administrator; and

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

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

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

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

### III. Project Description

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

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

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

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

TIP ID: <b>ORA130099</b> Implementing Agency: <b>Orange County Transportation Authority (OCTA)</b>																															
SCAG RTP Project #: <b>2TR0703</b> PPNO: EA Number: IFAS #:	Project Title: <b>Purchase (15) Expansion Paratransit Vans (OCTA)</b> Project Description: <b>Purchase (15) Expansion Paratransit Vans (OCTA)</b>																														
System: <b>Transit</b> Route: Facility:	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>18/19</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$353</td> <td>\$353</td> </tr> <tr> <td>19/20</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$481</td> <td>\$481</td> </tr> <tr> <td>20/21</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$1,907</td> <td>\$1,907</td> </tr> <tr> <td></td> <td></td> <td align="right">\$0</td> <td align="right">\$0</td> <td align="right">\$2,741</td> <td align="right">\$2,741</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	18/19	TDA - Transportation Development Act			\$353	\$353	19/20	TDA - Transportation Development Act			\$481	\$481	20/21	TDA - Transportation Development Act			\$1,907	\$1,907			\$0	\$0	\$2,741	\$2,741
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																										
18/19	TDA - Transportation Development Act			\$353	\$353																										
19/20	TDA - Transportation Development Act			\$481	\$481																										
20/21	TDA - Transportation Development Act			\$1,907	\$1,907																										
		\$0	\$0	\$2,741	\$2,741																										
Program Code: <b>PAN93 - PARATRANSIT VEHICLES-EXPANSION-GAS/DIESEL</b> Environmental Document: <b>CATEGORICALLY EXEMPT - 10/02/2019</b> Conformity Category: <b>TCM Committed</b> Total Estimate: <b>\$2,741</b> Air Basin: <b>SCAB</b> Project Completion Date: <b>12/31/2022</b> Current Implementation Status: <b>No Project Activity - 12/08/2011</b> Project Manager: <b>William Dineen - (714) 560-5917</b> Last Modified By: <b>Heidi Busslinger on 10/08/2021</b> Administrative Comments: <b>MLE1@OCTA.NET CTC Only 10/03/2019 20/21 includes potential 21/22 \$439K, 22/23 \$513K, 23/24 \$525K</b>	Last Revised: <b>Adoption 23-00 - OPEN</b> Total Programmed: <b>\$2,741</b>																														

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

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

TIP ID: <b>ORA030612</b> Implementing Agency: <b>Orange County Transportation Authority (OCTA)</b>																																																							
SCAG RTP Project #: <b>ORA030612</b> PPNO: EA Number: IFAS #:	Project Title: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b> Project Description: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b>																																																						
System: <b>Transit</b> Route: Facility: <b>0 to 0</b>	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>06/07</td> <td>STIP AC RIP</td> <td>\$2,500</td> <td></td> <td></td> <td>\$2,500</td> </tr> <tr> <td>11/12</td> <td>5307 - FHWA Transfer Funds</td> <td>\$50</td> <td></td> <td></td> <td>\$50</td> </tr> <tr> <td>11/12</td> <td>PTMISEA - Public Trans Modernization Imp &amp; Serv</td> <td>\$400</td> <td></td> <td></td> <td>\$400</td> </tr> <tr> <td>14/15</td> <td>ORAM2TR - Orange Co. Measure M2-Transit</td> <td>\$100</td> <td></td> <td>\$7,900</td> <td>\$8,000</td> </tr> <tr> <td>18/19</td> <td>AGENCY - Agency</td> <td></td> <td></td> <td>\$14,300</td> <td>\$14,300</td> </tr> <tr> <td>05/06</td> <td>CITY - City Funds</td> <td>\$1,475</td> <td>\$3,700</td> <td></td> <td>\$5,175</td> </tr> <tr> <td>14/15</td> <td>CITY - City Funds</td> <td></td> <td></td> <td>\$4,400</td> <td>\$4,400</td> </tr> <tr> <td></td> <td></td> <td align="right">\$4,625</td> <td align="right">\$3,700</td> <td align="right">\$26,600</td> <td align="right">\$34,825</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	06/07	STIP AC RIP	\$2,500			\$2,500	11/12	5307 - FHWA Transfer Funds	\$50			\$50	11/12	PTMISEA - Public Trans Modernization Imp & Serv	\$400			\$400	14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000	18/19	AGENCY - Agency			\$14,300	\$14,300	05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175	14/15	CITY - City Funds			\$4,400	\$4,400			\$4,625	\$3,700	\$26,600	\$34,825
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																																																		
06/07	STIP AC RIP	\$2,500			\$2,500																																																		
11/12	5307 - FHWA Transfer Funds	\$50			\$50																																																		
11/12	PTMISEA - Public Trans Modernization Imp & Serv	\$400			\$400																																																		
14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000																																																		
18/19	AGENCY - Agency			\$14,300	\$14,300																																																		
05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175																																																		
14/15	CITY - City Funds			\$4,400	\$4,400																																																		
		\$4,625	\$3,700	\$26,600	\$34,825																																																		
Program Code: <b>TRNH6 - PASSENGER STATIONS/FACILITIES-NEW</b> Environmental Document: <b>CATEGORICALLY EXEMPT - 01/01/2009</b> Conformity Category: <b>TCM Committed</b> Total Estimate: <b>\$34,825</b> Air Basin: <b>SCAB</b> Project Completion Date: <b>12/31/2022</b> Current Implementation Status: <b>ROW Acquisition - 02/14/2020</b> Project Manager: <b>Ben Ku - (714) 560-5473</b> Last Modified By: <b>Ben Ku on 05/18/2021</b> Administrative Comments: <b>MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues</b>	Last Revised: <b>Amendment 21-05 - APPROVED</b> Total Programmed: <b>\$34,825</b>																																																						



These two committed TCM projects are scheduled to be completed by December 31, 2022. However, consistent with the OCTA Bus Fleet Plan, the expansion vans are no longer needed in the near term due to the impact of the coronavirus pandemic which has resulted in a reduction in the use of paratransit service; The Placentia Transit Station has been delayed significantly due to protracted negotiations with the BNSF Railway which owns the tracks that will serve the station. As a result, the OCTA has initiated the TCM substitution process.

## 2. Proposed Substitute Project

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

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

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

## IV. Compliance with TCM Substitution Requirements

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

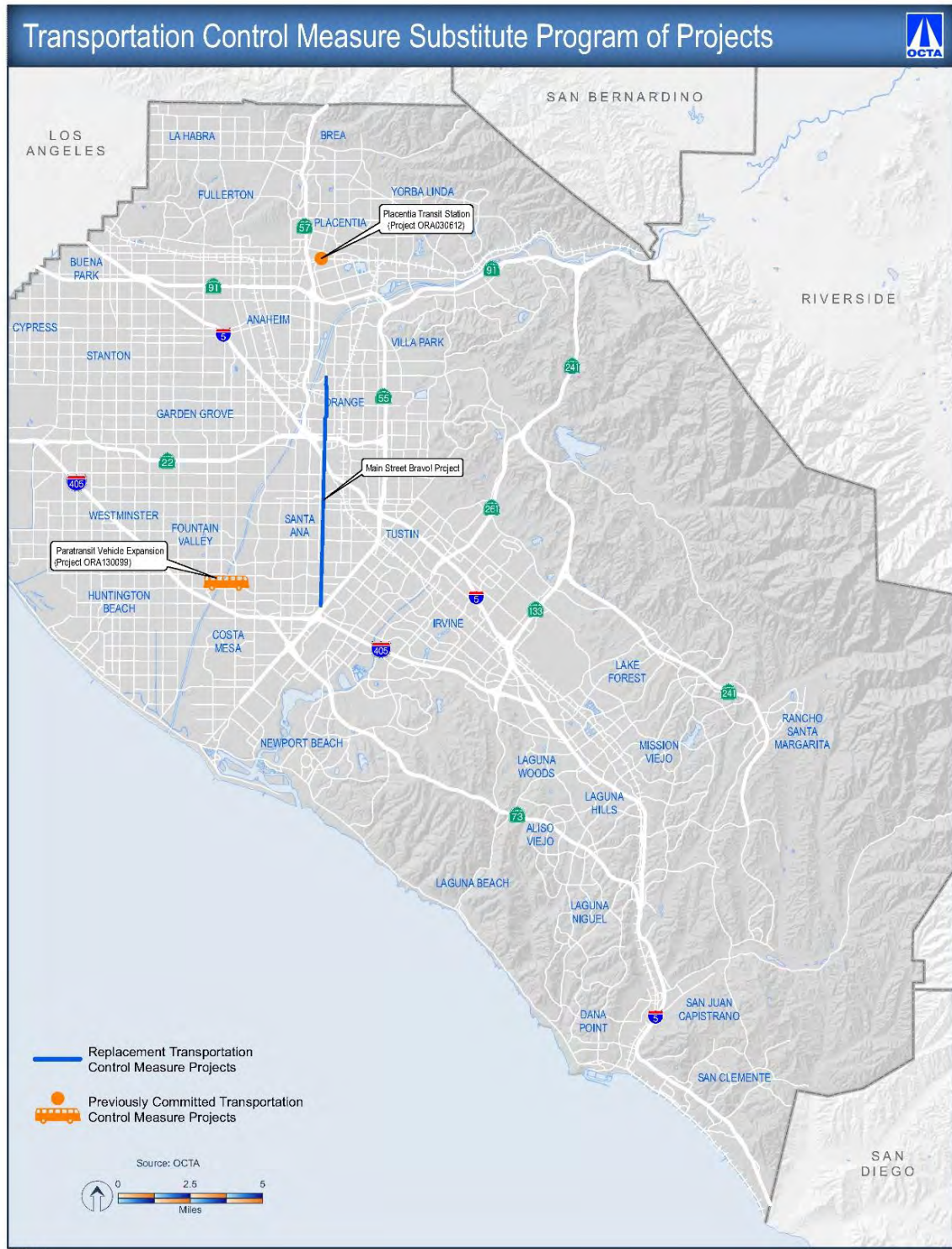
### 1. Interagency Consultation

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

### 2. Equivalent Emissions Reduction

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





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

### 3. Similar Geographic Area.

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

### 4. Full Funding.

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

### 5. Similar Time Frame.

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

### 6. Timely Implementation.

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

### 7. Legal Authority.

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

### 8. Agency Review and Adoption.

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

### 9. Programming of the Substitute TCMs.

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

Appendix

---

OCTA TCM Substitution Request

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

## Introduction

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

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

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

## Description of Proposed Substitute TCM Project

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

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

### Compliance with TCM Substitution Requirements

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

### OCTAM Model Information

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



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

### Emissions Analysis Methodology

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

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

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

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

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

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

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

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

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

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

### Emissions Analysis Findings

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

## Year 2022

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

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

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

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

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

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



## Year 2037

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

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

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

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

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

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

## Year 2045

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

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

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

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

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

	Original Committed Projects	With Proposed Substitute
ROG	0.0	- 0.4
NOx	0.0	- 1.2
PM10	0.0	- 0.5
PM2.5	0.0	- 0.2

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

#### Attachments

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

2021 FTIP PROJECT SHEETS

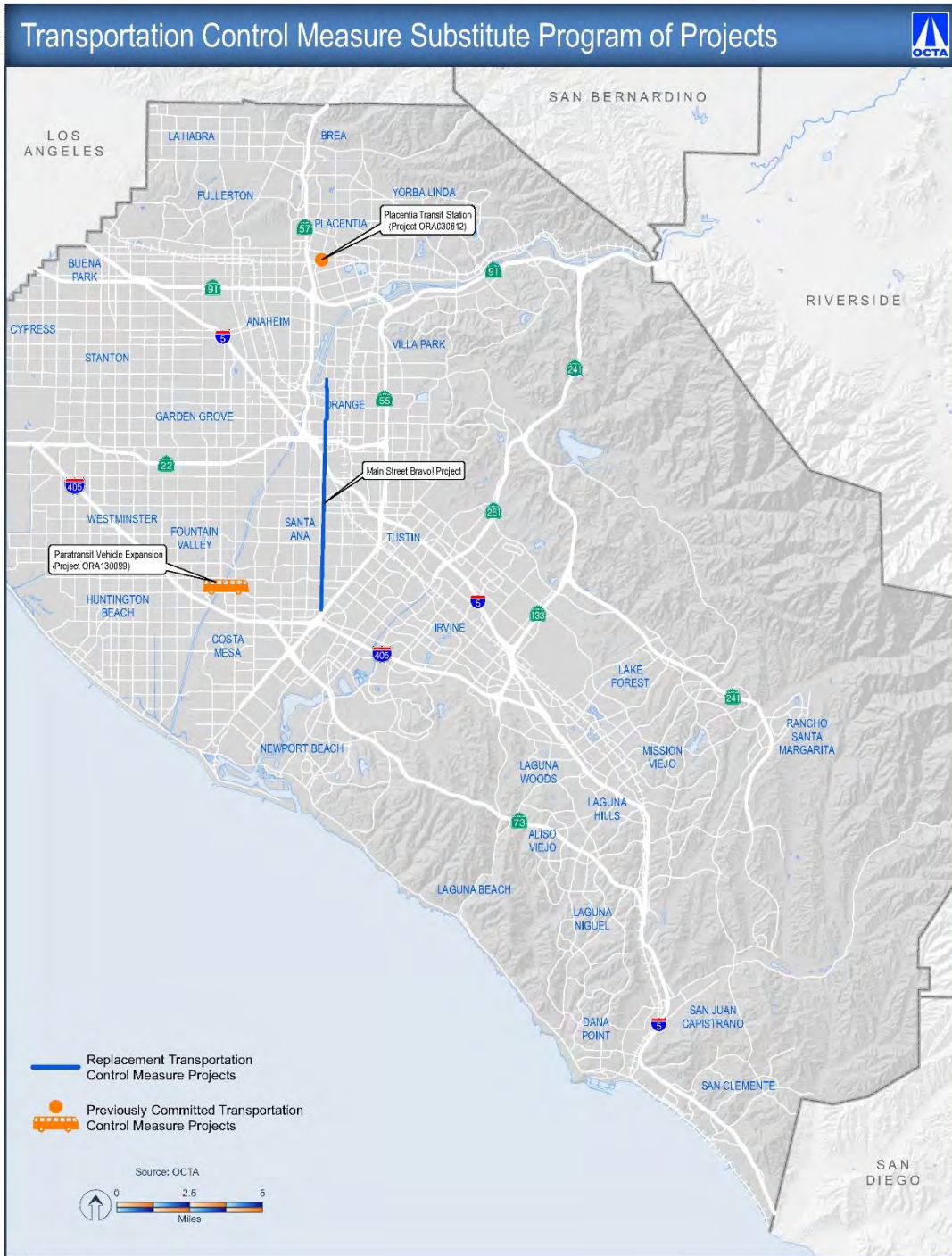
**OCTA**  
2021 Federal Transportation Improvement Program (\$000)

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

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

TRIP ID: <b>ORA030612</b> Programming Agency: <b>Orange County Transportation Authority (OCTA)</b>																																																							
SCAG RTP Project #: <b>ORA030612</b> P/N/C: _____ EA Number: _____ IFAS #: _____ System: <b>Transit</b> Route: _____    Postmile: <b>0 to 0</b>	Project Title: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b> Project Description: <b>PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514</b>																																																						
Program Code: <b>TRNH6 - PASSENGER STATIONS/FACILITIES-NEW</b> Environmental Document: <b>CATEGORICALLY EXEMPT - 01/01/2009</b> Conformity Category: <b>TCM Committed</b> Total Estimate: <b>\$34,825</b> Air Basin: <b>SCAB</b> Project Completion Date: <b>12/31/2022</b> Current Implementation Status: <b>ROW Acquisition - 02/14/2020</b> Project Manager: <b>Ben Ku - (714) 560-5473</b> Last Modified By: <b>Ben Ku on 05/18/2021</b> Administrative Comments: <b>MLE1@OCTA.NET CTC Only 10/03/2019 \$8.3M in FTA transferred to ORA120318, replaced with \$8.3M in CMAQ. Removed \$8.3M in CMAQ and replaced with Agency. Now Agency funds are 91 Express Lane Excess Toll Revenues. Apportionment Code M003 Agency Funds are 91 Express Lane Excess Toll Revenues</b>	<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>09/07</td> <td>STIP AC RIP</td> <td>\$2,500</td> <td></td> <td></td> <td>\$2,500</td> </tr> <tr> <td>11/12</td> <td>\$307 - FTA/TA Transfer Funds</td> <td>\$50</td> <td></td> <td></td> <td>\$50</td> </tr> <tr> <td>11/12</td> <td>PTMSEA - Public Transit Modernization Imp &amp; Sec</td> <td>\$400</td> <td></td> <td></td> <td>\$400</td> </tr> <tr> <td>14/15</td> <td>ORAM2TR - Orange Co. Measure M2-Transit</td> <td>\$100</td> <td></td> <td>\$7,900</td> <td>\$8,000</td> </tr> <tr> <td>18/19</td> <td>AGENCY - Agency</td> <td></td> <td></td> <td>\$14,300</td> <td>\$14,300</td> </tr> <tr> <td>05/06</td> <td>CITY - City Funds</td> <td>\$1,475</td> <td>\$3,700</td> <td></td> <td>\$5,175</td> </tr> <tr> <td>14/15</td> <td>CITY - City Funds</td> <td></td> <td></td> <td>\$4,400</td> <td>\$4,400</td> </tr> <tr> <td></td> <td></td> <td>\$4,625</td> <td>\$3,700</td> <td>\$26,600</td> <td>\$34,825</td> </tr> </tbody> </table>	Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	09/07	STIP AC RIP	\$2,500			\$2,500	11/12	\$307 - FTA/TA Transfer Funds	\$50			\$50	11/12	PTMSEA - Public Transit Modernization Imp & Sec	\$400			\$400	14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000	18/19	AGENCY - Agency			\$14,300	\$14,300	05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175	14/15	CITY - City Funds			\$4,400	\$4,400			\$4,625	\$3,700	\$26,600	\$34,825
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																																																		
09/07	STIP AC RIP	\$2,500			\$2,500																																																		
11/12	\$307 - FTA/TA Transfer Funds	\$50			\$50																																																		
11/12	PTMSEA - Public Transit Modernization Imp & Sec	\$400			\$400																																																		
14/15	ORAM2TR - Orange Co. Measure M2-Transit	\$100		\$7,900	\$8,000																																																		
18/19	AGENCY - Agency			\$14,300	\$14,300																																																		
05/06	CITY - City Funds	\$1,475	\$3,700		\$5,175																																																		
14/15	CITY - City Funds			\$4,400	\$4,400																																																		
		\$4,625	\$3,700	\$26,600	\$34,825																																																		
Last Revised: <b>Amendment 21-05 - APPROVED</b>	Total Programmed: <b>\$34,825</b>																																																						

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



4/21/2022

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

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

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

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

Key data fields in the TransCAD output:

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

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

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

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

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

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





AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
K , 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

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

The Report, included five white papers, including:

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

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

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

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

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

---

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



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

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

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

**SCAG Comment Letter:**

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

**NEXT STEPS:**

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

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

**ATTACHMENT(S):**

1. Joint AB 285 Report Comment Letter



May 6, 2022

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

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

Dear Ms. Koch-Liebert:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

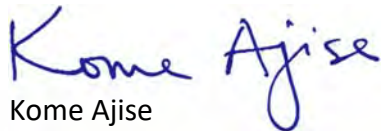
- More housing and growth has occurred close to jobs and transit than we projected in 2012, but we have seen limited progress in shifting the regional growth pattern. It is noteworthy that about 95 percent of the region's housing stock was built before the passage of SB 375 and overall household growth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

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

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

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

Sincerely,



Kome Ajise  
Executive Director  
Southern California Association of Governments



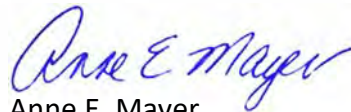
David Aguirre  
Interim Executive Director  
Imperial County Transportation Commission



Martin Erickson  
Executive Director  
Ventura County Transportation Commission



Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority



Anne E. Mayer  
Executive Director  
Riverside County Transportation Commission



Stephanie Wiggins  
Chief Executive Officer  
Los Angeles County Metropolitan  
Transportation Authority



Ray Wolfe  
Executive Director  
San Bernardino County Transportation  
Authority



**Additional Recommendations:**

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

Assessing MPO and local government roles and responsibilities:

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

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

Updating and better alignment among existing state and regional plans.

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

Aligning existing funding programs with state goals.

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

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



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

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

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

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

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

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

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



AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
October 13, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Hannah Brunelle, Senior Planner  
(213) 236-1907, brunelle@scag.ca.gov  
**Subject:** Go Human Kit of Parts Statewide Pilot Program: SCAG & Caltrans Active  
Transportation Resource Center

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR EEC AND CEHD:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

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

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

The core goals of the Pilot Program include:

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

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

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

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

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

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

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

Statewide Kit of Parts Program

Alina Borja

June 2, 2022

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



## About SCAG's Go Human Program

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

### Regional Traffic Safety Data Snapshot

On average, every year

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

People who walk and bike

3%	32%
Daily trips	Fatalities

Source: 2021 Transportation Safety Regional Existing Conditions Report

# Go Human Supports Community-Driven Action



Safety Advertisement Campaign



Temporary Safety Demonstrations



Capacity Building



# Go Human Kit of Parts as an Engagement Tool



Bulb-out



Artistic Crosswalk



Protected Bike Lane



Median Refuge Island



Parklet





## Demonstrated Success: From Pop Up to Implementation



**60+** demonstrations

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

## Statewide partnership with ATRC



+



+



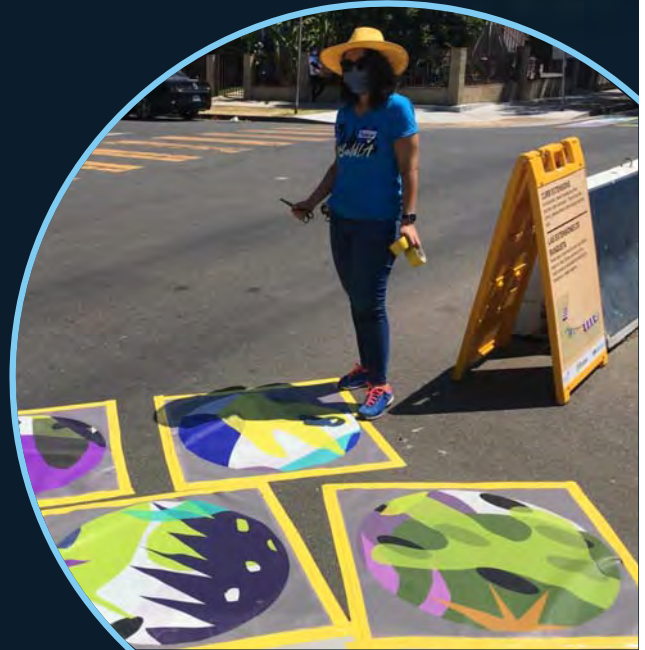
California Walks

**3**  
communities to test out the Kit



## Goals & Vision for the ATRC Partnership

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

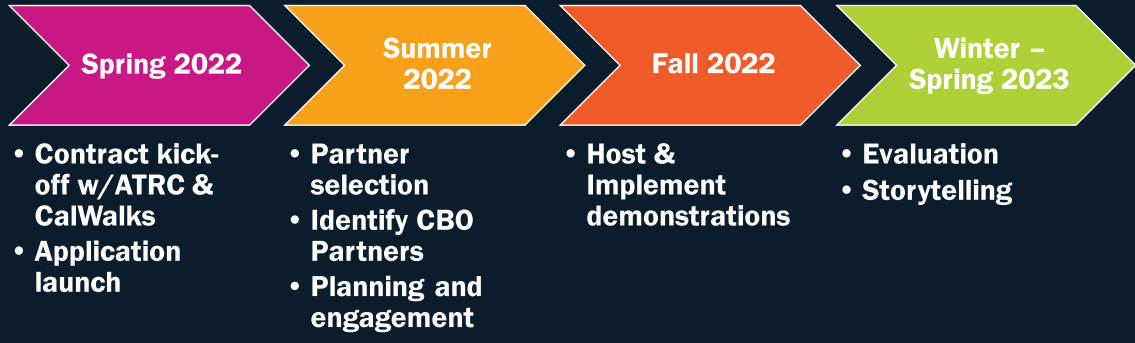


## Anticipated Outcomes



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

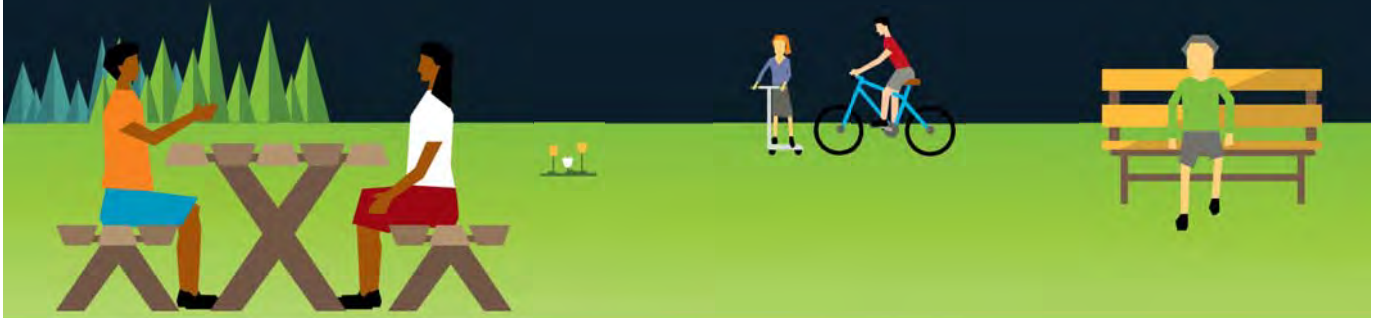
# Pilot Program Timeline



Thank You!  
Visit [gohumansocal.org](http://gohumansocal.org)  
Follow us on socials @GoHumanSoCal



And sign up for our [newsletter!](#)





AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
June 6, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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



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

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

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

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

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

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

**FISCAL IMPACT:**

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



AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
October 10, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

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

**RECOMMENDED ACTION FOR RC:**

Adopt the Policy Development Framework for Connect SoCal 2024.

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

Receive and File.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

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

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

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

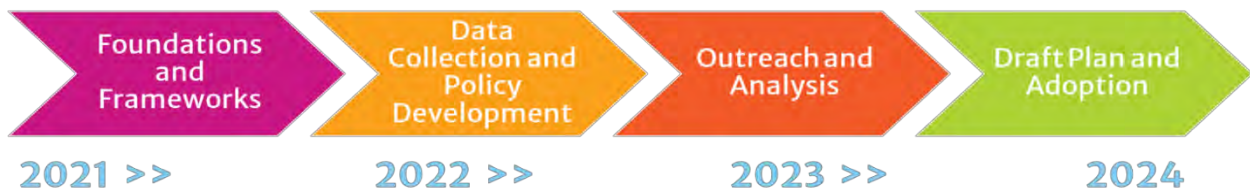
**Connect SoCal 2024: Status Update**

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

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

Phases of Connect SoCal 2024 Development





**Policy Development Framework for Connect SoCal 2024**

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

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

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

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

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

---

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



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

**Next Steps**

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

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

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

# Policy Development Framework for Connect SoCal 2024

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

## DRAFT PLAN VISION AND GOALS

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

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

## DRAFT VISION STATEMENT

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

## DRAFT GOALS

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

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

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

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

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

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

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

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

## POLICY PRIORITIES

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

### CORE VISION

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

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

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

### KEY CONNECTIONS

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

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

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

## EMERGING ISSUES

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

### Equity

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

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

### Resilience

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

### Economy

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

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

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

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

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

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

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

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

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

### POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

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

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

### MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<b><i>Core Vision</i></b>		
<ul style="list-style-type: none"> <li>• System Preservation &amp; Resilience</li> <li>• Demand &amp; System Management</li> <li>• Transit Backbone</li> <li>• Complete Streets</li> <li>• Goods Movement</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable Development</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable Development</li> </ul>
<b><i>Key Connections</i></b>		
<ul style="list-style-type: none"> <li>• Go Zones</li> <li>• Shared Mobility &amp; MaaS</li> <li>• Smart Cities &amp; Job Centers</li> </ul>	<ul style="list-style-type: none"> <li>• Smart Cities &amp; Job Centers</li> <li>• Housing Supportive Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Accelerated Electrification</li> </ul>
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="1015 1423 1421 1470" style="text-align: center;"><b><i>Environmental Compliance</i></b></th> </tr> </thead> <tbody> <tr> <td data-bbox="1015 1470 1421 1673"> <ul style="list-style-type: none"> <li>• PEIR</li> <li>• Transportation Conformity</li> <li>• Environmental Justice</li> <li>• SB 375 Technical Methodology</li> </ul> </td> </tr> </tbody> </table>
<b><i>Environmental Compliance</i></b>		
<ul style="list-style-type: none"> <li>• PEIR</li> <li>• Transportation Conformity</li> <li>• Environmental Justice</li> <li>• SB 375 Technical Methodology</li> </ul>		

### JOINT POLICY COMMITTEE

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

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

**SPECIAL CONNECT SOCAL 2024 SUB-COMMITTEES**

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

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

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

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



## Policy Development Framework

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

April 7, 2021

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



### Policy Development Framework Overview

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



## Draft Connect SoCal 2024 Vision and Goals

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

## Policy Priorities

### CORE VISION

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

### KEY CONNECTIONS

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

### EMERGING ISSUES

- Equity
- Resilience
- Economy

## Policy Development: Leadership & Outlook

### TRANSPORTATION COMMITTEE

### COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE

### ENERGY & ENVIRONMENT COMMITTEE

#### CORE VISION

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

#### KEY CONNECTIONS

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

#### ENVIRONMENTAL COMPLIANCE

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

## Special Connect SoCal 2024 Sub-Committees: Overview

### NEXT GENERATION INFRASTRUCTURE

### RESILIENCE & CONSERVATION

### RACIAL EQUITY & REGIONAL PLANNING

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

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

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

# Special Connect SoCal 2024 Sub-Committees: Next Steps



## Summer 2022

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

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

Sub-committee meetings begin

## Spring 2023

Sub-committees prepare recommendations for Policy Committees

## Summer 2023

Policy Committees incorporate recommendations into decision making for Connect SoCal 2024



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





AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
K , 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD AND EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR TC AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

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

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

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

**BACKGROUND:**

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

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

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

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

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

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

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

### **Preliminary Growth Forecast Methodology**

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

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

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

---

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

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

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

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

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

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

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

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



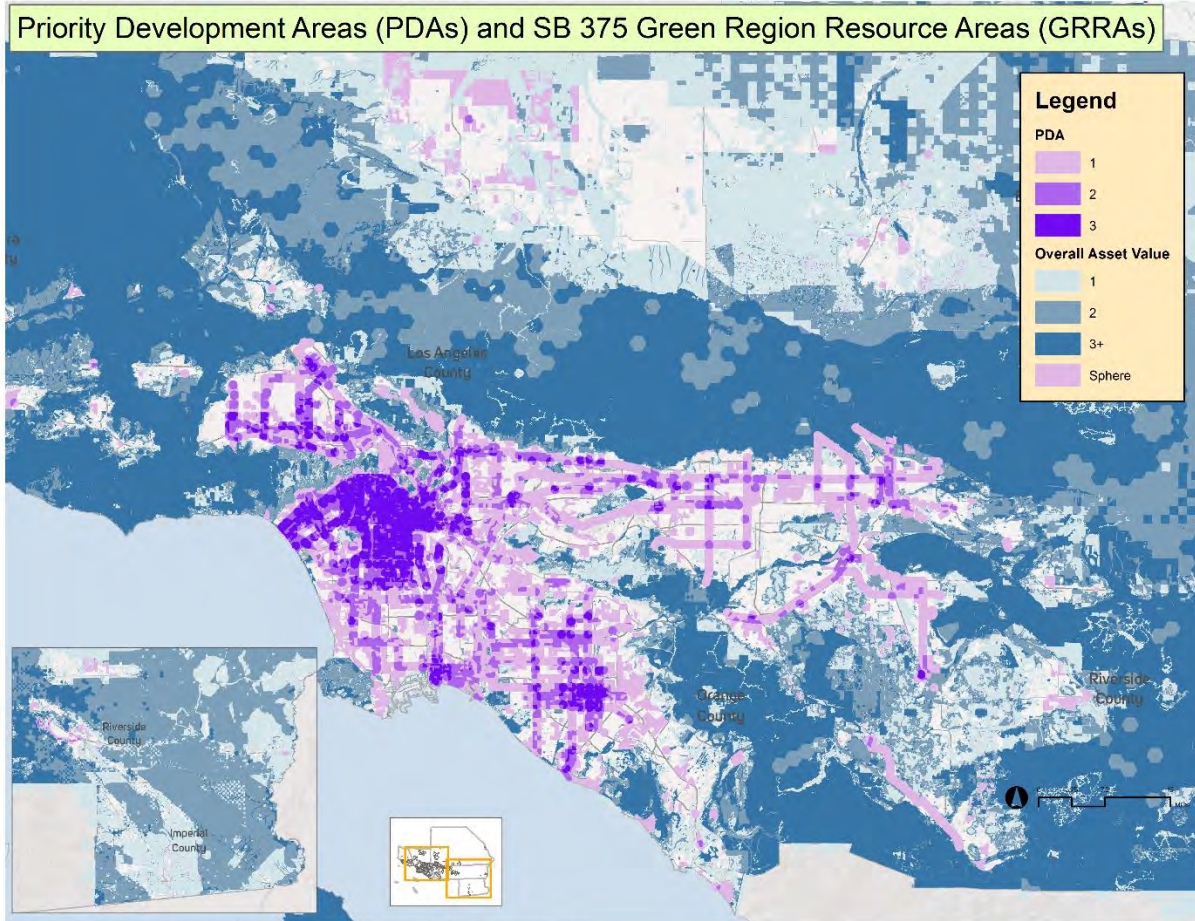
Thirteen layers contribute to GRRAs, which are used in the preliminary growth forecast methodology; Each location in the region is attributed a value of 0-13 based on the degree of environmental sensitivity to natural hazards and climate change risks to development based on:<sup>2</sup>

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

---

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

---



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

Connect SoCal 2024 - Preliminary Growth Forecast Assessment

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

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

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

**LDX – Local Review Process**

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

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

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

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

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

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

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

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

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

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

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

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

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

1. PowerPoint Presentation - GrowthAllocMethodology 2spp

# Local Data Exchange Complete Launch

and preliminary growth forecast methodology

Kevin Kane, PhD

Program Manager, Demographics & Growth Vision

June 2, 2022

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



## Presentation Outline



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



# Connect SoCal 2024: Development Update



## COMPLETED

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

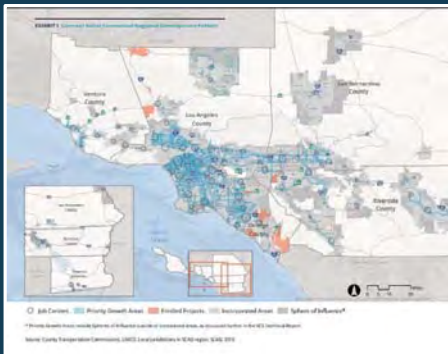
## LOCAL DATA EXCHANGE (LDX)

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

# Objective: Forecasted Regional Development Pattern



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



Connect SoCal 2020 Forecasted Regional Development Pattern

- LDX GETS HERE BY BEING:**

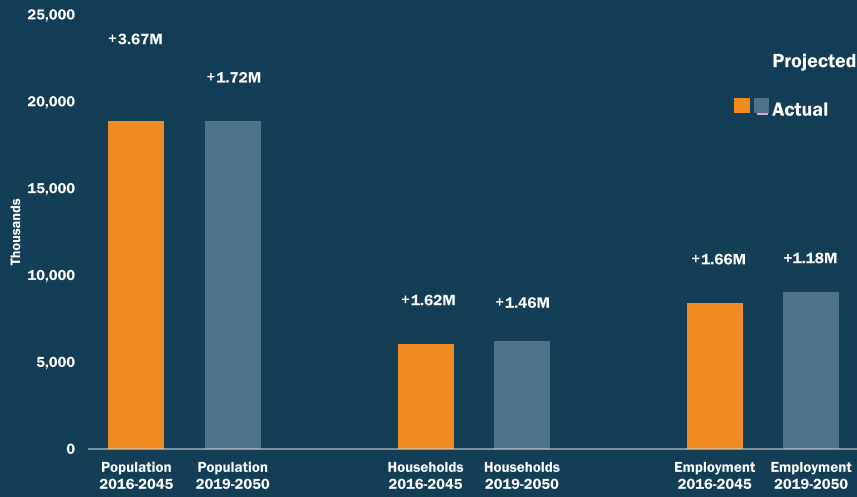
  - ✓ Rooted in local planning
  - ✓ Steered by a regional vision
  - ✓ Aligned with state and federal policy



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



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



**LESS GROWTH THAN BEFORE:**

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

Source: Connect SoCal 2024 Preliminary Projections

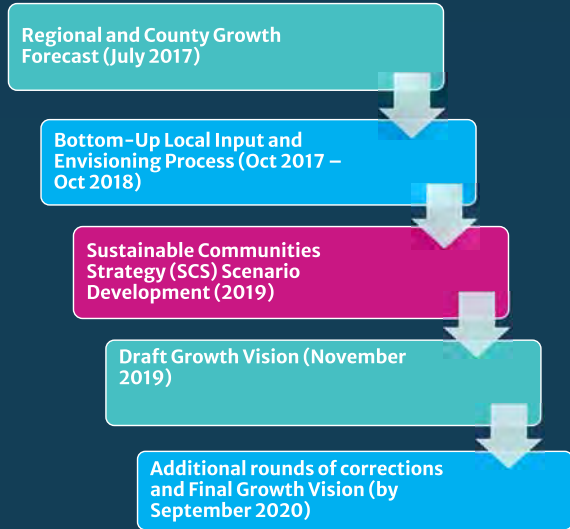
### Four key forecast scales



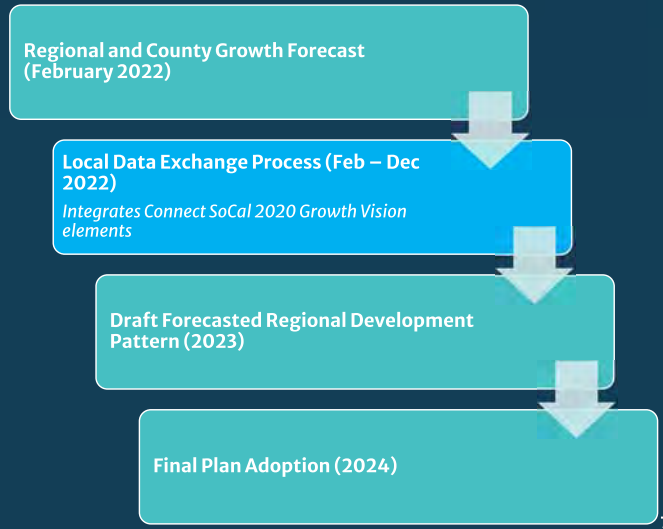
# Simplified Process for Connect SoCal 2024



## Connect SoCal 2020



## Connect SoCal 2024



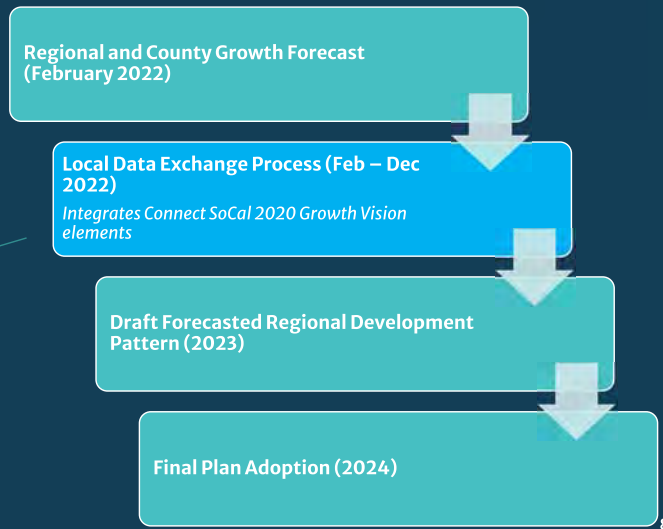
7

# Simplified Process for Connect SoCal 2024



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

## Connect SoCal 2024



8

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

# LDX Data Layers



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

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

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

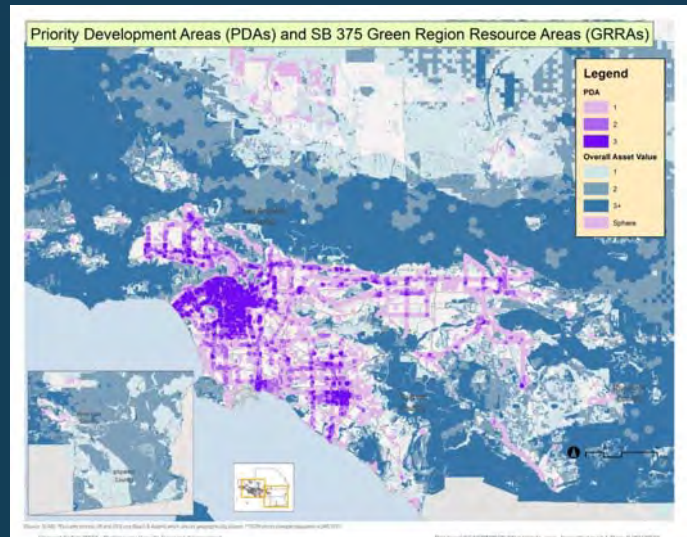
\* Note: layers displayed in Data/Map Books, but not included in multi-benefit asset maps

# Preliminary small area household forecast methodology



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

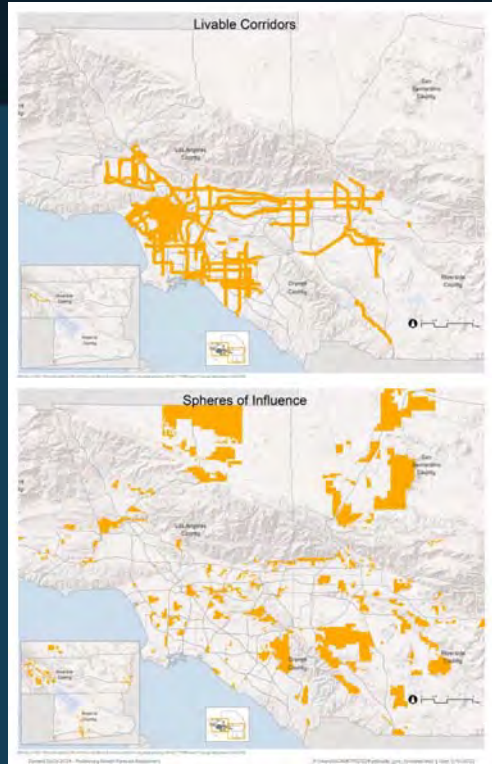
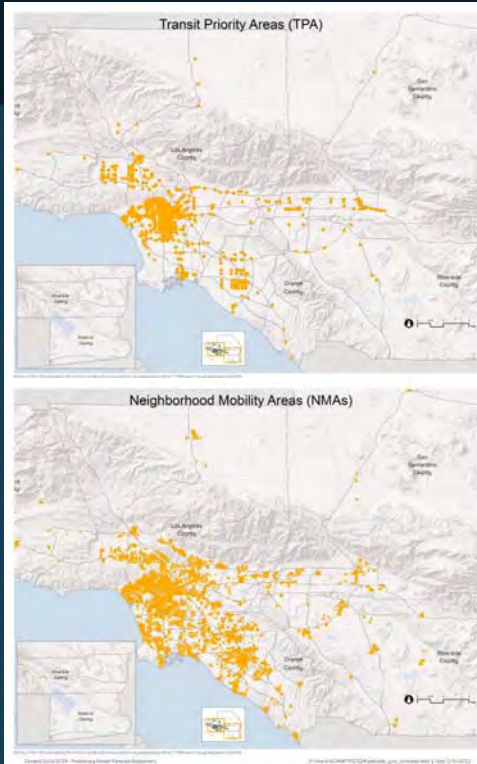
Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resource Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Step #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20





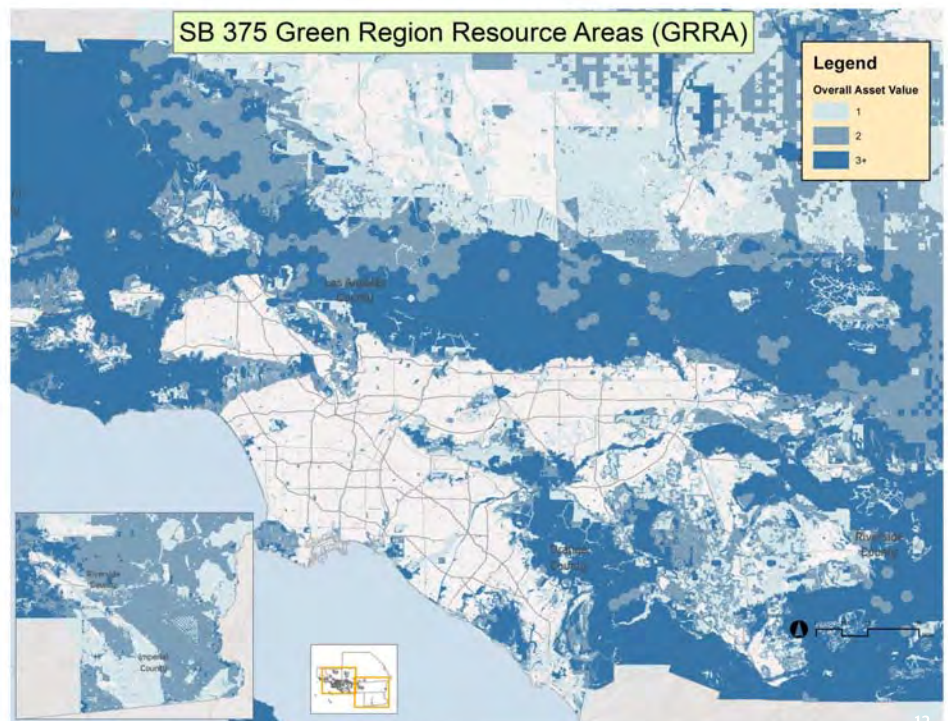
## Priority Development Areas

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



## SB 375 Green Region/Resource Areas

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



Source: SCAG. \*Excludes parcels 28 and 29 Long Beach & Astoria which are not geographically distinct. \*\*2019 direct coverage population is 2,955,000.

Connect SoCal 2024 - Preliminary Growth Forecast Assessment

P:\kkane\SCAGRTPSCS24\pdx\pdx\_gra\_formatted.mxd | Date: 5/10/2022

12

# SB 375 Green Region Resource Areas – 2024 Plan Refresh



## Connect SoCal 2020 Growth Vision

## Connect SoCal 2024 Local Data Exchange

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

### Key

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

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

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

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



The image displays two screenshots of the SCAG LDX Editor. The top screenshot shows a map with various colored zones (green, yellow, orange, red) and a sidebar with 'About', 'Feedback', and 'Edit (BETA)' options. The bottom screenshot shows a similar map view with a 'Select a Jurisdiction & Dataset' dropdown menu and a 'Key Statements' section. A text box on the right explains the purpose of the data and the need for local review.

### Needs review for:

1. Data corrections
2. Local policy

# LDX One-on-one meetings

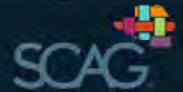


Cities in Imperial, Los Angeles, and Ventura counties can schedule a meeting today!

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

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

# Key Points: LDX and Preliminary Growth Forecast Methodology



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

Schedule a one-on-one meeting now

Input due December 2, 2022

Better regional planning by integrating local plans.



Thank You!

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

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

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

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

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

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







AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
October 13, 2022

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kimberly Clark, Program Manager II  
(213) 236-1844, clark@scag.ca.gov

Subject: Water Resilience and Planning

**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:**

*Martha Davis, former Assistant General Manager/Executive Manager for Policy Development at the Inland Empire Utilities Agency in Southern California, will present an overview of the role of water in regional resilience planning, shifts towards policies and practices enhancing local water infrastructure, and explore the water-energy-climate nexus. Ms. Davis has provided consulting services to various non-profits including the Water Foundation and Reshape California and currently serves on the boards of the Mono Lake Committee, the Community Water Center, the Rose Foundation California Grassroots Fund, and the steering committee for Localizing California’s Waters.*

**BACKGROUND:**

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. 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 important.<sup>1</sup> 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.

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 consumption and 88 billion gallons of diesel consumption -- are related to water. Water management 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.

Martha Davis, former Assistant General Manager/Executive Manager for Policy Development at the Inland Empire Utilities Agency in Southern California and current water policy advisor, will present an overview of the role of water in regional resilience planning, shifts towards policies and practices enhancing local water infrastructure, and explore the water-energy-climate nexus.

**FISCAL IMPACT:**

None – this is not SCAG funded work.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Water Resilience Planning

healthy | resilient watershed communities



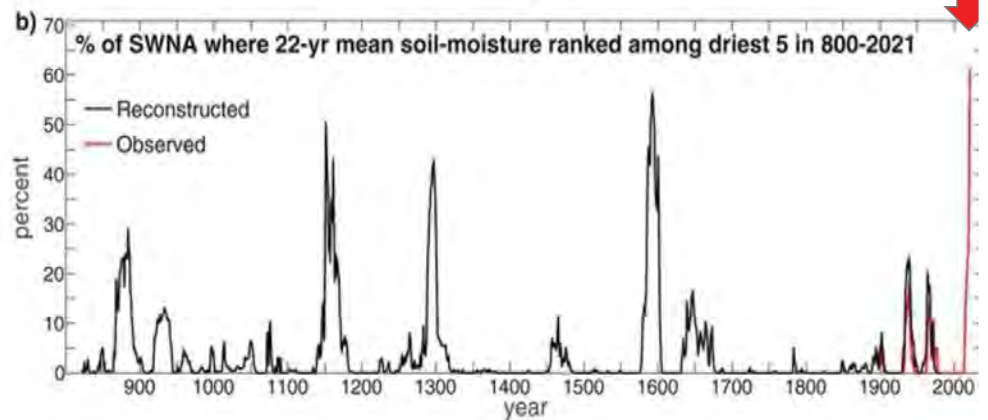
## The Evolving Role of Water in Regional Resilience Planning

Martha Davis, Retired, Inland Empire Utilities Agency  
SCAG Energy & Environment Committee  
June 2, 2022

### California and the West Now Face “Persistent Aridity” ...

Aridity is mostly driven by rising temperatures and evaporative demand rather than decreases in precipitation.

Further warming, increases in evaporative demand, and increases in "precipitation whiplash" will amplify aridity in the coming years.



**The past 22 years in the Southwestern US have been the driest in 1200 years.**

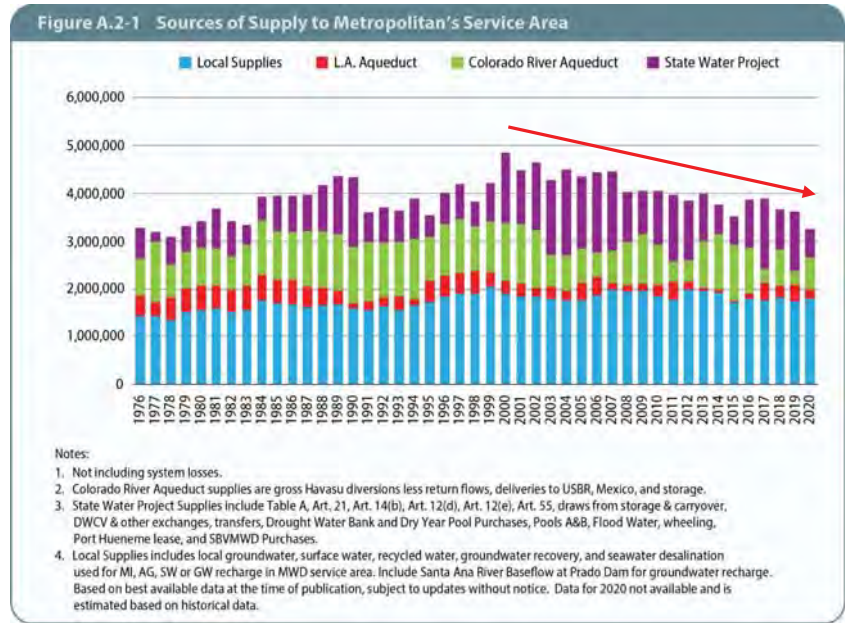
Daniel Swain, 2022

Williams, Cook, Smerdon 2022 Nature Climate Change

# So Cal is Shifting Towards More Local Water Reliance

Since 2000:

- **Improved Water Efficiency**  
Total water use within MWD's service area declined by more than 1 MAF/yr despite population growth.
- **Increased Local Supplies**  
The percentage of local water supplies has increased, providing over 50% of the water used in 2020. Local sources include groundwater, local surface water, recycled water and recovered groundwater.

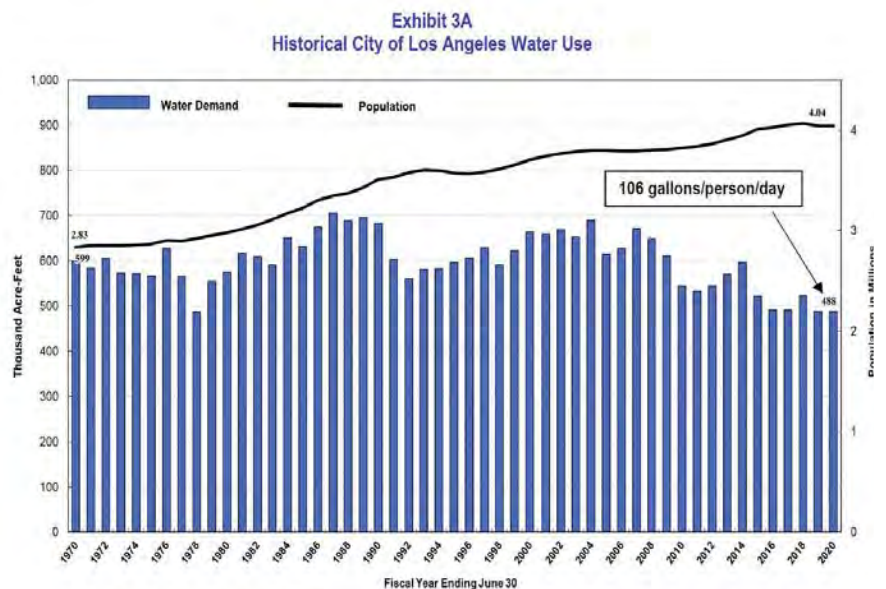


Source: Metropolitan Water District of Southern California (MWD) 2021.

# Despite Significant Improvements, More Can Be Done Southern California Still Throws Away A Lot of Water

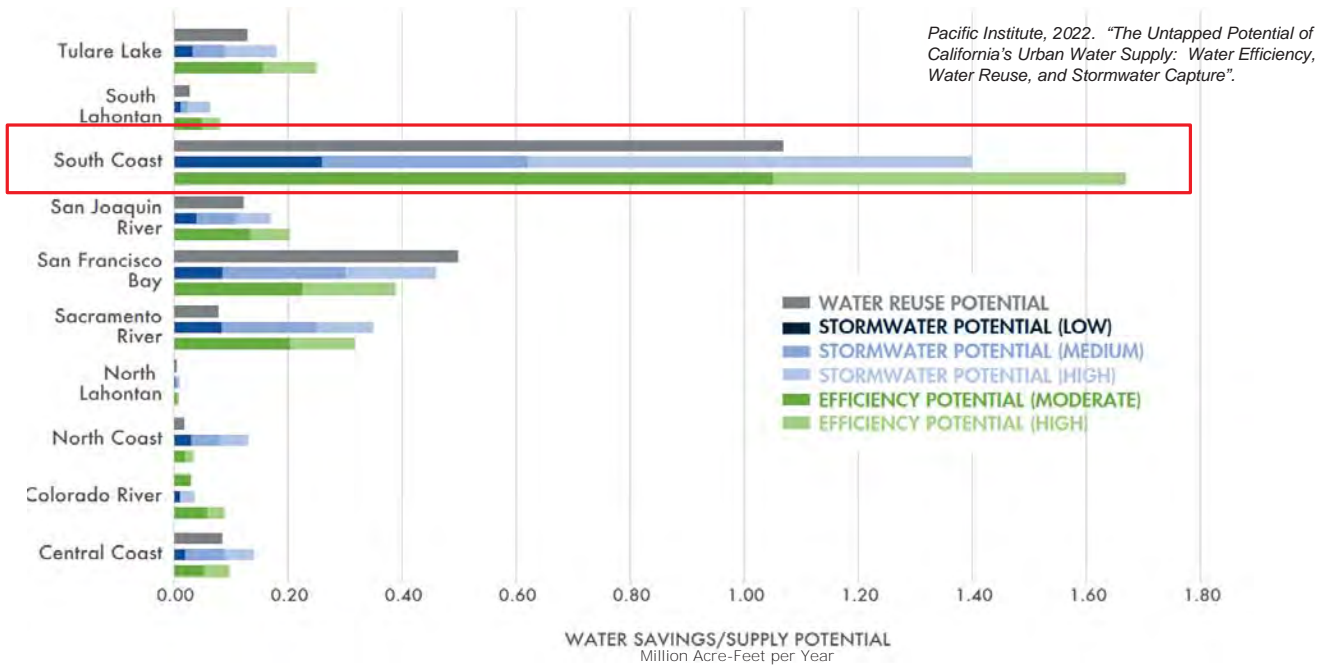


If LA's per capita water use today was the same as it was in 1988, the City would need an additional 200,000 AFY of water this year





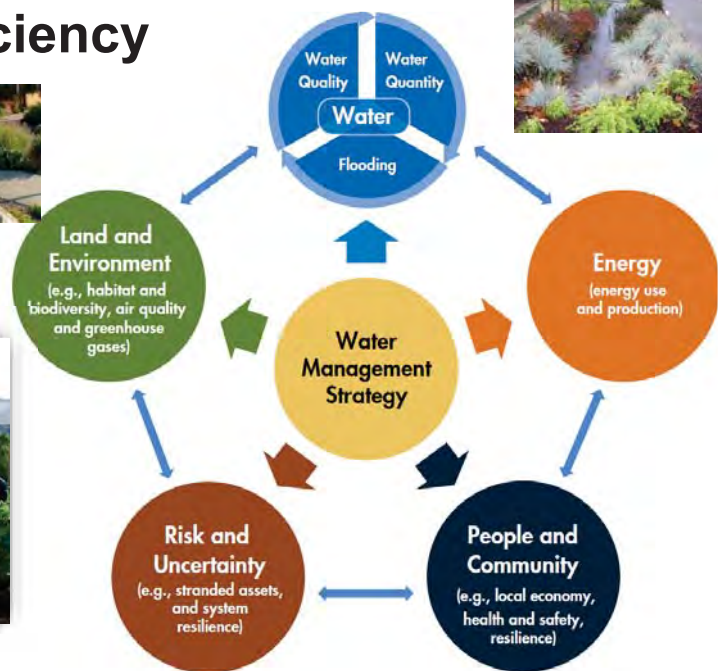
# Pacific Institute Estimates 3 - 4 MAF of Additional So Cal Local Supplies Using Current Technology



## Many Underutilized Resources: Rainwater, Grey Water, Stormwater as well as Water Reuse and Water Efficiency

### Multiple Benefits:

- Water Savings
- Energy Savings
- CO2 Savings
- Reduced Stormwater Runoff
- Improved Water Quality
- Native/Climate Adapted Yards
- Urban Habitat
- Healthy Soils
- Heat Island Reduction
- Reduced Fire Hazard
- More Effective Storage
- Opportunity to Restore Environmental Flows and Habitats????
- More Resilient Communities!!







# Example Projects



Home retrofit with climate appropriate plants, rain catching garden



Stormwater storage and diversion



Rainwater infiltration gallery underlying commercial parking lot

## Simple Landscape Retrofits Demonstrate Significant Benefits

- 48% reduction in irrigation water use
- 54% reduction in carbon emissions
- 100% of storm water captured and mitigated onsite
- 25% increase in soil carbon sequestration
- 85% reduction in the use of chemicals (fertilizers, pesticides, herbicides)
- 50% reduction in water / sewer costs



Southern California  
Edison Villa Park Station  
Orange County

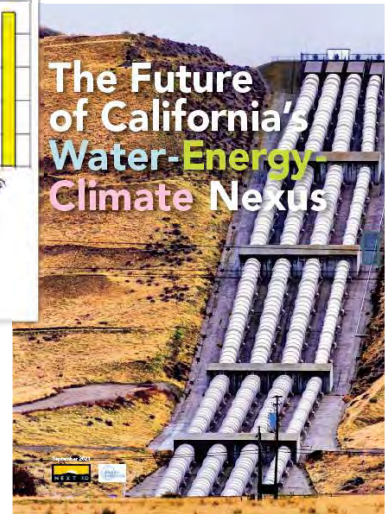
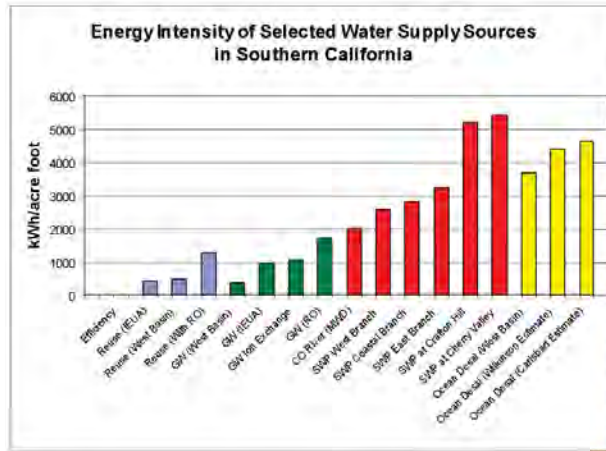


Source: Pacific Institute



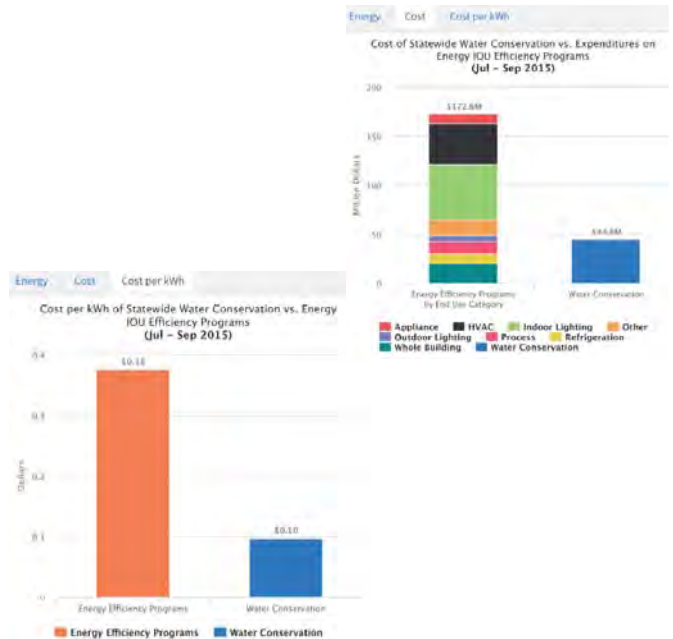
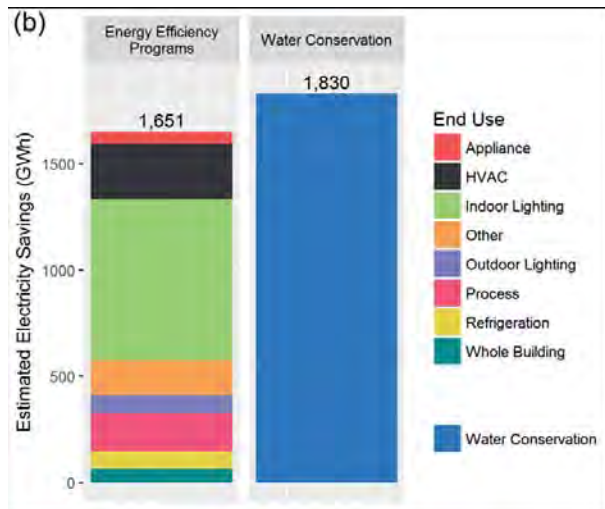
# Local Water Supplies in So Cal Can Contribute Significantly to Both Climate Mitigation and Adaptation

- Saving water saves energy and reduces greenhouse gas emissions.
- Replacing imported water with water reuse and stormwater capture can reduce energy use and greenhouse gas emissions



## 2015 Water Conservation Saved More Energy than IOU Efficiency Programs

Energy Savings Comparison of Statewide Water Conservation with IOU Efficiency Programs (July – September 2015)



Source: Frank Loge, Center for Water Energy Efficiency, University of California, Davis

# Small Changes Across So Cal's Landscape Add Up



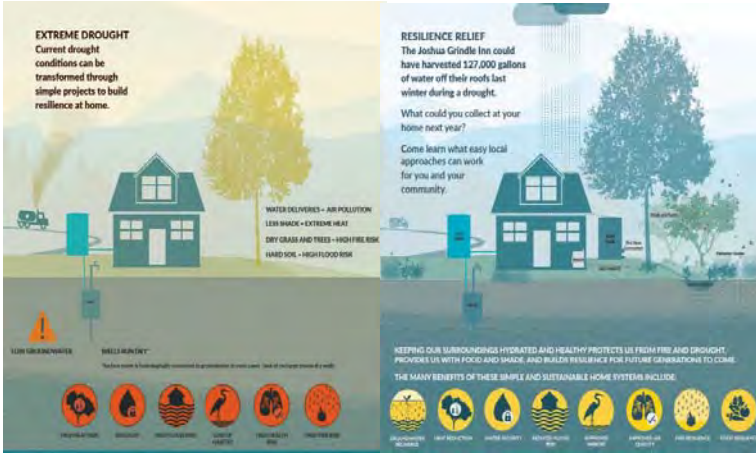
# Planning at the Watershed Scale is Essential



Attachment: PowerPoint Presentation - Water Resilience Planning (Water Resilience and Planning)



# Regional Watershed Planning Collaborations Are Key to So Cal's Water Future



“...It is important to remember that, even during a drought, it rains. Are you ready to capture and use that water?”

*Regina Hirsch, The Watershed Progressive*



Attachment: PowerPoint Presentation - Water Resilience Planning (Water Resilience and Planning)

“...there is no temporary drought in California. The years of steady and predictable water flow are over, and there is no sign of them coming back in our lifetimes.

**This is it. We have to build, and grow, and legislate, and consume for the world as it is, not as we remember it.”**

*Los Angeles Times Editorial  
May 6, 2021*

“...finally, municipalities, water agencies and state leaders really ought to stop talking about ‘drought.’ Droughts are dry periods that end when the rains return. But the weather patterns of the prior century probably won’t be returning.

**California needs a permanent infrastructure of technology, law and culture made for a state that’s drier than the one we once knew but that still has sufficient water for an abundant life.”**

*Los Angeles Times Editorial  
May 24, 2022*

# Resources

Accelerate Resilience LA (ARLA), 2022. "ARLA's Safe Clean Water Program Benefit-Cost Analysis Tool." [https://accelerateia.org/app/uploads/2022/01/Appendix-E-ARLA\\_s-SCWP-Benefit-Cost-Analysis-Tool.pdf](https://accelerateia.org/app/uploads/2022/01/Appendix-E-ARLA_s-SCWP-Benefit-Cost-Analysis-Tool.pdf)

Accelerate Resilience LA (ARLA), 2022. "Using Watershed Science to Build Consensus and Maximize Benefits of LA County's Safe Clean Water Program." [Using Watershed Science to Build Consensus and Maximize Benefits of LA County's Safe Clean Water Program](#)

Pacific Institute, 2022. "Untapped Potential of California's Urban Water Supply." <https://pacinst.org/publication/presentation-ca-urban-water-supply-potential-2022/>

Pacific Institute, 2021. "The Future of California's Water-Energy-Climate Nexus." <https://pacinst.org/publication/the-future-of-californias-water-energy-climate-nexus/>

Pacific Institute, 2021. "Benefit Accounting of Nature-Based Solutions for Watersheds: Guide." <https://pacinst.org/publication/benefit-accounting-nbs-guide/>

Pacific Institute, 2020. "Incorporating Multiple Benefits into Water Projects: A Guide for Water Managers." <https://pacinst.org/publication/incorporating-multiple-benefits-into-water-projects/>

Watershed Progressive, 2022. "Integrated Water Strategies Tool Kit Quantification: Ventura River Watershed." <https://www.watershedprogressive.com/iws-tq>



AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
October 13, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC AND TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR EAC, CEHD AND RC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

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

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

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

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

**BACKGROUND:**

*Calls 1-3: Project Summary*

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

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

Funding: \$5 million

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

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

---

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

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

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

Funding: \$5 million

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

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



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

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

Funding: \$2.5 million

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

Project	Jurisdiction	Project	Project Type
---------	--------------	---------	--------------

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

*Calls 1-3: Status and Progress*

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

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

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

---

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

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

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

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

June 2, 2022



## Connect SoCal - Sustainable Communities Program (SCP)



- The SCP supports implementation of the Connect SoCal Plan (2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS))
- The program provides **multiple opportunities** to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
- **The purpose of this update is to share the status of each Call for Projects**, provide an overview of the awarded projects and program details, and inform everyone of next steps and general timelines
- **The 2020 Connect SoCal SCP contains four Calls for Projects:**
  - **Call 1: Active Transportation & Safety (AT&S)**
  - **Call 2: Housing & Sustainable Development (HSD)**
  - **Call 3: Smart Cities & Mobility Innovations (SCMI)**
  - **Call 4: Civic Engagement, Equity & Environmental Justice (CEEJ)**

## Call 1: Active Transportation & Safety Project Types



Safe Routes to  
School Plans  
2 applications  
received



City-Wide Active  
Transportation Plans  
14 applications  
received



First-Last  
Mile Plans  
2 applications  
received



Local Road Safety or  
Safe Systems Plans  
2 applications  
received



Network Visioning  
& Implementation  
4 applications  
received



Pedestrian  
Master Plans  
2 applications  
received



Quick Build  
Projects  
13 applications  
received

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

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

# Connect SoCal SCP Call 1: Active Transportation & Safety



## Project Delivery Plan

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

## Call 2: Housing & Sustainable Development Project Types



Advancing ADU  
Implementation  
8 applications  
received



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



Objective  
Development  
Standards  
12 applications  
received



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



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

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

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



### Project Delivery Plan

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



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



**Parking Management Plan**  
9 applications received

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



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



**Permitting Process Evaluation**  
1 application received



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



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



# Connect SoCal SCP: Smart Cities & Mobility Innovations



## Project Delivery Plan

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

1

## SCP & Equity Overview



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

# Centering Equity Across SCP Calls: Key Strategies



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

Prioritize equity evaluation criteria across all Calls

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

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

Center equity in the evaluation process through paid CBO evaluators

1

## SCP Equity Strategies



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

## SCP & Equity Strategies



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

## SCP & Equity Actions



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

## Connect SoCal SCP Call 4



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



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



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



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

1

## Connect SoCal SCP Call 4 Goals



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



# Connect SoCal Call 4 Project Eligibility



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

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



Coronavirus economic recovery



Affirmatively furthering fair housing



Accelerating infill development that facilitates housing supply, choice and affordability



Reducing vehicle miles traveled

19

# Project Eligibility



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



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

Greenway Connectivity Plans

Highways to Boulevard Plans



Housing Supportive Infrastructure Plans & Programs

Infrastructure & Utility Financing Plans

Public Art in Infrastructure Programs



Planning Convenings & Community Engagement Strategies

Community Advocacy and Storytelling

Resiliency Toolkits

20

# Applicant Eligibility

## Agency Applicant

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

## Co-Applicant

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

# SCP Call 4 Timeline\*



\*subject to change upon feedback

## Connect SoCal SCP Collective Take-Aways



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

## Questions?

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

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

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

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





AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 - Policy Meeting Room  
Los Angeles, CA 90017  
October 13, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

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

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

#### **SCAG Comment Letter**

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

#### **FISCAL IMPACT:**

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

---

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