



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

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Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, March 7, 2019
10:30 a.m. - 12:00 p.m.

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Regional Council Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. 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.



Transportation Committee *Members – March 2019*

1. **Sup. Curt Hagman**
TC Chair, San Bernardino County
 2. **Hon. Cheryl Viegas-Walker**
TC Vice Chair, El Centro, RC District 1
 3. **Hon. Sean Ashton**
Downey, RC District 25
 4. **Hon. Rusty Bailey**
Riverside, RC District 68
 5. **Hon. Kathryn Barger**
Los Angeles County
 6. **Hon. Ben Benoit**
Air District Representative
 7. **Hon. Will Berg**
Port Hueneme, VCOG
 8. **Hon. Russell Betts**
Desert Hot Springs, CVAG
 9. **Hon. Austin Bishop**
Palmdale, North L.A. County
 10. **Hon. Drew Boyles**
El Segundo, President's Appt.
 11. **Hon. Art Brown**
Buena Park, RC District 21
 12. **Hon. Joe Buscaino**
Los Angeles, RC District 62
 13. **Hon. Ross Chun**
Aliso Viejo, OCCOG
 14. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
 15. **Hon. Diane Dixon**
Newport Beach, OCCOG
 16. **Hon. Emily Gabel-Luddy**
Burbank, AVCJPA
-



TRANSPORTATION COMMITTEE AGENDA

- 17. Hon. James Gazeley**
Lomita, RC District 39
 - 18. Hon. Lena Gonzalez**
Long Beach, RC District 30
 - 19. Hon. Jack Hadjinian**
Montebello, SGVCOG
 - 20. Hon. Jan Harnik**
RCTC
 - 21. Hon. Dave Harrington**
Aliso Viejo, OCCOG
 - 22. Hon. Carol Herrera**
Diamond Bar, RC District 37
 - 23. Hon. Steven Hofbauer**
Palmdale, RC District 43
 - 24. Hon. Jose Huizar**
Los Angeles, RC District 61
 - 25. Hon. Jim Hyatt**
Calimesa, RC District 3
 - 26. Hon. Mike Judge**
VCTC
 - 27. Hon. Trish Kelley**
Mission Viejo, OCCOG
 - 28. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
 - 29. Hon. Linda Krupa**
Hemet, WRCOG
 - 30. Hon. Randon Lane**
Murrieta, RC District 5
 - 31. Hon. Clint Lorimore**
Eastvale, RC District 4
 - 32. Hon. Steve Manos**
Lake Elsinore, RC District 63
 - 33. Hon. Ray Marquez**
Chino Hills, RC District 10
-



TRANSPORTATION COMMITTEE AGENDA

- 34. Hon. Larry McCallon**
Highland, SBCTA
 - 35. Hon. Marsha McLean**
Santa Clarita, RC District 67
 - 36. Hon. Dan Medina**
Gardena, RC District 28
 - 37. Hon. LDennis Michael**
Rancho Cucamonga, RC District 9
 - 38. Hon. Fred Minagar**
Laguna Niguel, RC District 12
 - 39. Hon. Carol Moore**
Laguna Woods, OCCOG
 - 40. Hon. Ara Najarian**
Glendale, SFVCOG
 - 41. Hon. Frank Navarro**
Colton, RC District 6
 - 42. Hon. Chuck Puckett**
Tustin, RC District 17
 - 43. Hon. Teresa RealSebastian**
Monterey Park, RC District 34
 - 44. Hon. Dwight Robinson**
Lake Forest, OCCOG
 - 45. Hon. Crystal Ruiz**
San Jacinto, WRCOG
 - 46. Hon. Ali Saleh**
Bell, RC District 27
 - 47. Hon. Damon Sandoval**
Morongo Band of Mission Indians
 - 48. Hon. Tim Sandoval**
Pomona, RC District 38
 - 49. Hon. Marty Simonoff**
Brea, RC District 22
 - 50. Hon. Thomas Small**
Culver City, WSCCOG
-



TRANSPORTATION COMMITTEE AGENDA

- 51. **Hon. Karen Spiegel**
Riverside County
 - 52. **Hon. Cynthia Sternquist**
Temple City, SGVCOG
 - 53. **Hon. Jess Talamantes**
Burbank, RC District 42
 - 54. **Hon. Alan Wapner**
SBCTA
 - 55. **Hon. Alicia Weintraub**
Calabasas, LVMCOG
 - 56. Paul Marquez
Caltrans, District 7
-



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, California 90017
Thursday, March 7, 2019
10:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Curt Hagman, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

Item No. 1 - Minutes of TC Meeting, February 7, 2019 pg. 8

Receive and File

Item No. 2 - SCAG Sustainable Communities Program pg. 14

Item No. 3 - Sustainable Communities Strategy Framework Update pg. 21

Item No. 4 - Report on SCAG's Bottom-Up Local Input and Envisioning
Process for Connect SoCal and RHNA pg.26

INFORMATION ITEMS

Item No. 5 - Emerging Regional Issues: Where Will We Grow? 60 Mins. pg. 41
(Kome Ajise, Director of Planning, SCAG)

Item No. 6 - Update on the SCAG Regional Aviation Work Program 10 Mins. pg. 52
(Hiroshi Ishikawa, Associate Regional Planner, SCAG)

CHAIR'S REPORT

(The Honorable Curt Hagman, Chair)

METROLINK REPORT

(The Honorable Art Brown)



TRANSPORTATION COMMITTEE AGENDA

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

The next meeting of the Transportation Committee is scheduled for Thursday, April 4, 2019, at the SCAG main office, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, February 7, 2019

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Curt Hagman, San Bernardino County. A quorum was present.

Members Present:

- | | |
|--|-------------------------|
| Hon. Sean Ashton, Downey | District 25 |
| Hon. Kathryn Barger | Los Angeles County |
| Hon. Will Berg, Port Hueneme | VCOG |
| Hon. Russell Betts, Desert Hot Springs | CVAG |
| Hon. Drew Boyles, El Segundo | President's Appointment |
| Hon. Art Brown, Buena Park | District 21 |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Jonathan Curtis, La Cañada-Flintridge | District 36 |
| Hon. Emily Gabel-Luddy | AVCJPA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Jack Hadjinian, Montebello | SGVCOG |
| Hon. Curt Hagman (Chair) | San Bernardino County |
| Hon. Steven Hofbauer, Palmdale | District 43 |
| Hon. Jim Hyatt, Calimesa | District 3 |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Randon Lane, Murrieta | District 5 |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Steve Manos, Lake Elsinore | District 63 |
| Hon. Ray Marquez, Chino Hills | District 10 |
| Hon. Larry McCallon, Highland | SBCTA |
| Hon. Marsha McLean, Santa Clarita | District 67 |
| Hon. Dan Medina, Gardena | District 28 |
| Hon. Fred Minagar, Laguna Niguel | District 12 |
| Hon. Carol Moore, Laguna Woods | OCCOG |
| Hon. Ara Najarian, Glendale | AVCJPA |
| Hon. Charles Puckett, Tustin | District 17 |
| Hon. Teresa Real Sebastian, Monterey Park | SGVCOG |
| Hon. Carlos Rodriguez, Yorba Linda | President's Appointment |
| Hon. Crystal Ruiz, San Jacinto | WRCOG |

Attachment: Minutes of the Meeting - February 7, 2019 (Minutes of TC Meeting, February 7, 2019)

| | |
|--|-------------------|
| Hon. Ali Saleh, Bell | GCCOG |
| Hon. Tim Sandoval, Pomona | District 38 |
| Hon. Cynthia Sternquist, Temple City | SGVCOG |
| Hon. Jess Talamantes | SFVCOG |
| Hon. Brent Tercero, Pico Rivera | GCCOG |
| Hon. Cheryl Viegas-Walker, El Centro (Vice Chair) | District 1 |
| Hon. Alan Wapner, Ontario | SBCTA/SBCOG |
| Hon. Alicia Weintraub, Calabasas | LVMCOG |
| Mr. Paul Marquez, Caltrans District 7 | Ex-Officio Member |

Members Not Present:

| | |
|-----------------------------------|---------------------------------|
| Hon. Rusty Bailey, Riverside | District 68 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Austin Bishop, Palmdale | North L.A. County |
| Hon. Joe Buscaino, Los Angeles | District 62 |
| Hon. Diane Dixon, Newport Beach | OCCOG |
| Hon. Lena Gonzalez, Long Beach | District 30 |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Dave Harrington, Aliso Viejo | OCCOG |
| Hon. Carol Herrera, Diamond Bar | District 37 |
| Hon. Jose Huizar, Los Angeles | District 61 |
| Hon. Paul Krekorian | District 49 |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. L. Dennis Michael | District 9 |
| Hon. Frank Navarro, Colton | District 6 |
| Hon. Dwight Robinson, Lake Forest | OCCOG |
| Hon. Damon Sandoval | Morongo Band of Mission Indians |
| Hon. Marty Simonoff, Brea | District 22 |
| Hon. Thomas Small, Culver City | Culver City |
| Hon. Karen Spiegel | Riverside County |

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:45 a.m. Hon. Carlos Rodriguez, Yorba Linda, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

1. **Regional Target Setting 2019**

Hina Chanchlani, SCAG staff, reported on 2019 Regional Target Setting. Ms. Chanchlani stated the Federal Highway Administration (FHWA) issued a ruling effective April 14, 2016 that state departments of transportation are to establish performance measures for reducing the numbers and rates of transportation fatalities and serious injuries as required by Moving Ahead for Progress in the 21st Century (MAP-21). Calendar year 2019 is the second year for which safety targets are being established pursuant to the new requirements under MAP-21. The performance measures include number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries. She noted external

factors can have an effect on performance measures including changes in the state's economy, population growth, shifting demographics and a change in the mode mix on the roadways.

Ms. Chanchlani noted that SCAG will support statewide targets and adopt SCAG-specific regional targets based on Caltrans' target setting methodology. It was noted that 2019 estimation of safety performance foresees a 3% reduction in the number of fatalities and a 1.5% reduction in serious injuries for both motorized and non-motorized collisions. Ms. Chanchlani invited the committee to attend a Leadership Safety Symposium May 1, 2019 in coordination with SCAG's Annual General Assembly.

A MOTION was made (Brown) and SECONDED (Puckett) to approve 2019 Regional Safety Targets. The Motion passed by the following votes:

AYES: Ashton, Barger, Berg, Betts, Boyles, Brown, Chun, Curtis, Gabel-Luddy, Gazeley, Hadjinian, Hagman, Hofbauer, Hyatt, Judge, Kelley, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Moore, Najarian, Puckett, Real Sebastian, Rodriguez, Ruiz, Sandoval, Sternquist, Talamantes, Tercero, Viegas-Walker, Weintraub (34)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

2. Minutes of the November 1, 2018 Meeting

Receive and File

3. ATP Cycle 4 Update
4. Future Communities Pilot Program Guidelines
5. ARB Draft Guidelines on SCS Evaluation
6. ARB SB 150 Report on SB 375 Implementation Progress
7. NOP and Scoping Meetings for the Connect SoCal PEIR
8. Connect SoCal Environmental Justice Outreach Update

A MOTION was made (Marquez) and SECONDED (Puckett) to approve Consent Calendar items 2 through 8. The Motion passed by the following votes:

AYES: Ashton, Barger, Berg, Betts, Boyles, Brown, Chun, Curtis, Gabel-Luddy, Gazeley, Hadjinian, Hagman, Hofbauer, Hyatt, Judge, Kelley, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Minagar, Moore, Najarian, Real Sebastian, Rodriguez, Ruiz, Sternquist, Talamantes, Tercero, Viegas-Walker, Weintraub (33)

NOES: None (0)

ABSTAIN: Sandoval (1)

INFORMATION ITEMS

9. Connect SoCal: Planning for Millennials

Evelyn Blumenberg, Professor and Chair of Urban Planning, UCLA Luskin School of Public Affairs, reported on millennials' travel behavior and its implications for long range transportation planning. Ms. Blumenberg reviewed research findings and noted factors that may affect travel behaviors of younger drivers including stricter licensing requirements since 1990. She reviewed personal and vehicle miles travelled and mode choice for younger drivers across multiple neighborhood types. Ms. Blumenberg noted that modest declines in driving were observed for the millennial generation but that was mostly related to the great recession and personal driving

increased with employment. Further there was little increase in transit use and walking from 2009 to 2017.

Ms. Blumenberg reviewed research conclusions and noted that the data studied goes up to 2009 and travel behaviors were primarily related to the economic downturn. She stated that it is premature to conclude that travel behaviors of millennials will be different from previous generations and as younger drivers move through life stages their behaviors will increasingly reflect those of older adults. It was noted that effectively managing travel behavior and congestion ought to include consideration of sensible pricing choices.

Hon. Carlos Rodriguez, Yorba Linda, asked about the factors that are causing younger adults to remain in their parents households longer than previous generations. Ms. Blumenberg responded that the economic decline played a role in addition to a less clearly defined path to the job market and it can take longer for younger adults to get a foothold into the economy.

Hon. Dan Medina, Gardena, asked if companies such as Uber and Lyft are part of the research data. Ms. Blumenberg responded that since the study data only goes up to 2009 that it predates these kind of choices and that there has been an increase in electric scooter use. However, she noted the 2017 National Household Travel Survey shows that travel by rideshare, taxi and limo is only a small fraction of all travel nationwide.

10. SCAG Transportation Demand Management Strategic Plan

Steve Fox, SCAG staff, reported on the Transportation Demand Management (TDM) Strategic Plan. Mr. Fox stated that the plan will be a guiding and implementation document for SCAG's member agencies and stakeholders and will inform the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategies (2020 RTP/SCS). He noted the Federal Highway Administration (FHWA) defines TDM as "a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles (SOVs)." Those strategies include rideshare incentives, parking management and incentives for telecommuting and flexible work schedules. The 2016 RTP/SCS committed approximately \$6.9 billion to fully implement TDM strategies throughout the SCAG region by 2040.

Mr. Fox noted that the TDM strategic plan will include new technology such as transportation network companies, carshare, bikeshare, multi-modal trip planning smart phone applications, undocked bicycles and electric scooters. He stated the plan will identify TDM strategies, increase efficiency of the transportation system, reduce vehicle miles travelled and recommend short, medium and long-term initiatives. Additional steps include developing performance measures, guide and implement TDM strategies for SCAG's member agencies and stakeholders. The study is expected to conclude by June 2019 and the Transportation Committee will be updated periodically on its progress.

Hon. Emily Gabel-Luddy, Burbank, asked about way finding applications and if a cost analysis can be done to understand the cost to cities and neighborhoods when these apps direct traffic through them.

Hon. Trish Kelley, Mission Viejo, asked if greenhouse gas reductions can be quantified and credited toward GHG reduction efforts. Mr. Fox responded that those will be modelled or calculated in the 2020 RTP/SCS.

CHAIR'S REPORT

Curt Hagman, San Bernardino County, asked members to consider how trends and emerging technologies will shape the future of cities as online shopping is affecting the future of traditional retail stores. He noted that some of those elements will be part of the 2020 RTP/SCS and members ought to dialogue with staff and provide guidance on their implementation in the region.

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that new Metrolink Board Officers were elected January 11, 2019. Those include new Chair, Brian Humphrey representing Ventura County Transportation Commission, the new vice chair is Hon. Ara Najarian, representing L.A. Metro, and the new second vice chair is Hon. Larry McCallon representing San Bernardino County Transportation Authority. The new Chief Executive Officer is Stephanie Wiggins.

Additionally, ridership at the new Hollywood Burbank North Station is growing and should soon bypass boardings at the neighboring Sun Valley station. The Sun Valley station has not lost boardings due to the new station, so staff thinks the boardings at the new station are new Metrolink riders and a survey indicated that most riders there are not going to or coming from the airport.

ADJOURNMENT

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:58 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

Transportation Committee Attendance Report

2019

| Member (including Ex-Officio) Last Name, First Name | Representing | X = County Represented | | | | | | X = Attended | | | = No Meeting | | | | | Mtgs Attended | |
|--|---------------------------------|------------------------|-----------|-----------|-----------|----------|----------|--------------|-----|-------|--------------|------|------|-----|------|---------------|-----|
| | | IC | LA | OC | RC | SB | VC | Feb | Mar | April | GA May | June | July | Aug | Sept | | Oct |
| Ashton, Sean* | Downey | | X | | | | | X | | | | | | | | | |
| Bailey, Rusty* | Riverside, WRCOG | | | | X | | | | | | | | | | | | |
| Barger, Kathryn* | Los Angeles County | | | | | | X | X | | | | | | | | | |
| Benoit, Ben* | South Coast AQMD | | | | X | | | | | | | | | | | | |
| Berg, Will | VCOG, Port Hueneme | | | | | | X | X | | | | | | | | | |
| Betts, Russell | CVAG | | | | X | | | X | | | | | | | | | |
| Bishop, Austin | County | | X | | | | | | | | | | | | | | |
| Boyles, Drew | El Segundo | | X | | | | | X | | | | | | | | | |
| Brown, Art* | Buena Park | | | X | | | | X | | | | | | | | | |
| Buscaino, Joe* | Los Angeles | | X | | | | | | | | | | | | | | |
| Chun, Ross | Aliso Viejo, OCTA | | | x | | | | X | | | | | | | | | |
| Curtis, Jonathan* | La Cañada Flintridge | | X | | | | | X | | | | | | | | | |
| Dixon, Diane | Newport Beach | | | x | | | | | | | | | | | | | |
| Gabel-Luddy, Emily | Burbank, AVCJPA | | X | | | | | X | | | | | | | | | |
| Gazeley, James* | Lomita | | X | | | | | X | | | | | | | | | |
| Gonzalez, Lena* | Long Beach | | X | | | | | | | | | | | | | | |
| Hadjinian, Jack | Montebello, SGVCOG | | X | | | | | X | | | | | | | | | |
| Hagman, Curt* (Chair) | San Bernardino County | | | | | X | | X | | | | | | | | | |
| Harnik, Jan* | Palm Desert, RCTC | | | | X | | | | | | | | | | | | |
| Harrington, Dave | Aliso Viejo, OCCOG | | | X | | | | | | | | | | | | | |
| Herrera, Carol* | Diamond Bar | | X | | | | | | | | | | | | | | |
| Hofbauer, Steven* | County | | X | | | | | X | | | | | | | | | |
| Huizar, Jose* | Los Angeles | | X | | | | | | | | | | | | | | |
| Hyatt, Jim* | Calimesa | | | | X | | | X | | | | | | | | | |
| Judge, Mike* | Simi Valley, VCTC | | | | | | X | X | | | | | | | | | |
| Kelley, Trish | Mission Viejo, OCCOG | | | X | | | | X | | | | | | | | | |
| Krekorian, Paul* | Transit | | | x | | | | | | | | | | | | | |
| Krupa, Linda | Hemet, WRCOG | | | | X | | | | | | | | | | | | |
| Lane, Randon* | Murrieta | | | | X | | | X | | | | | | | | | |
| Lorimore, Clint* | Eastvale | | | | X | | | X | | | | | | | | | |
| Manos, Steve* | Lake Elsinore | | | | X | | | X | | | | | | | | | |
| Marquez, Ray* | Chino Hills | | | | | X | | X | | | | | | | | | |
| McCallon, Larry | Highland | | | | X | | | X | | | | | | | | | |
| McLean, Marsha* | Santa Clarita | | X | | | | | X | | | | | | | | | |
| Medina, Dan* | Gardena | | X | | | | | X | | | | | | | | | |
| L. Dennis Michael* | Rancho Cucamonga | | | | | X | | | | | | | | | | | |
| Minagar, Fred* | Laguna Niguel | | | X | | | | X | | | | | | | | | |
| Moore, Carol | Laguna Woods, OCCOG | | | X | | | | X | | | | | | | | | |
| Najarian, Ara | Glendale | | | X | | | | X | | | | | | | | | |
| Navarro, Frank* | Colton | | | | | X | | | | | | | | | | | |
| Puckett, Charles* | Tustin | | | | | | | X | | | | | | | | | |
| Real Sebastian, Teresa | Monterey Park/SGVCOG | | X | | | | | X | | | | | | | | | |
| Robinson, Dwight | Lake Forest, OCCOG | | | X | | | | | | | | | | | | | |
| Rodriguez, Carlos | Yorba Linda | | | X | | | | X | | | | | | | | | |
| Ruiz, Crystal | WRCOG/San Jacinto | | | | X | | | X | | | | | | | | | |
| Saleh, Ali* | City of Bell, GCCOG | | X | | | | | X | | | | | | | | | |
| Sandoval, Damon | Morongo Band of Mission Indians | | | | | | | | | | | | | | | | |
| Sandoval, Tim* | District 38, Pomona | | X | | | | | X | | | | | | | | | |
| Simonoff, Marty* | Brea | | | X | | | | | | | | | | | | | |
| Small, Thomas | Culver City | | X | | | | | | | | | | | | | | |
| Spiegel, Karen* | Riverside County | | | | | X | | | | | | | | | | | |
| Sternquist, Cynthia | Temple City | | X | | | | | X | | | | | | | | | |
| Talamantes, Jess* | | | X | | | | | X | | | | | | | | | |
| Tercero, Brent | Pico Rivera | | X | | | | | X | | | | | | | | | |
| Viegas-Walker, Cheryl* (VC) | El Centro | X | | | | | | X | | | | | | | | | |
| Wapner, Alan* | SBCTA/SBCOG | | | | | X | | X | | | | | | | | | |
| Weintraub, Alicia | Calabasas/LVMCOG | | X | | | | | X | | | | | | | | | |
| Totals | | 1 | 21 | 12 | 12 | 7 | 3 | | | | | | | | | | |

* Regional Council Member

Attachment: Minutes of the Meeting - February 7, 2019 (Minutes of TC Meeting, February 7, 2019)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

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

INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning, Sustainability, 213-236-1835,
Ajise@scag.ca.gov

Subject: SCAG Sustainable Communities Program

RECOMMENDED ACTION FOR CEHD:

Recommend that the Regional Council approve the 2018 Sustainable Communities Program (SCP) Award Recommendations and authorize staff to initiate the projects.

RECOMMENDED ACTION FOR RC:

Approve 2018 Sustainable Communities Program (SCP) Award Recommendations and authorize staff to initiate the projects.

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

EXECUTIVE SUMMARY:

On September 6, 2018, the Regional Council approved the guidelines and scoring criteria for the 2018 Sustainable Communities Program (SCP). The SCP is a multi-year program designed to support and implement the policies and initiatives of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects.

Upon Regional Council approval, staff released the SCP Call for Proposals and received a total of sixty-one (61) project proposals valued at approximately \$12 million dollars across all project categories and types by the December 14, 2018 deadline. An additional 19 projects requesting approximately \$15.5 million were submitted through the State Active Transportation Program (ATP), and these were considered as part of the SCP as well.

Staff has completed a ranking of proposals, and has identified forty-one (41) top ranked projects

for funding totaling approximately \$9 million dollars (see attached Active Transportation SCP and ATP project lists and Integrated Land-Use/Green Region project list). The funding recommendations align with the geographic equity targets established in the Regional Active Transportation Program guidelines and provide resources to all eligible applications submitted in the Integrated Land-Use and Green Region categories. Staff is seeking RC approval of award recommendations and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.

BACKGROUND:Consolidated Call for Proposals

A consolidated SCP Call for Applications framework with associated guidelines and scoring criteria was developed by SCAG staff to help support innovative approaches for addressing and solving regional issues. The revised program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources within the restrictive conditions associated with funding sources. The SCP now defines nine (9) specific project types within three (3) project categories - Active Transportation, Integrated Land Use, and Green Region Initiative - that are eligible for funding or technical assistance. Any project that did not fit within one of these 9 specific project types was considered ineligible.

Rather than providing direct grants to jurisdictions, the SCP serves as a broad resource program and provides direct technical assistance to complete projects. Resources will be provided for:

- Active Transportation (AT) planning and non-infrastructure projects or programs that promote safety and encourage increased walking and biking.
- Integrated Land Use (ILU) projects will continue to focus on sustainable land use and transportation planning by providing support for agencies to establish vehicles miles traveled (VMT) baselines and thresholds for compliance with SB 743; strategies for parking pricing, reduction, and management; and planning for livable corridors and transit-oriented developments.
- Green Region Initiative (GRI) projects will provide local jurisdictions with assistance to develop heat island reduction strategies through urban greening and cool streets, and electric vehicle charging infrastructure planning.

Following the Regional Council's approval, on September 6, 2018, of the 2018 SCP guidelines and scoring criteria staff released a call for applications. By the deadline of December 14th, 2018, SCAG received a total of sixty-one (61) project proposals valued at approximately \$12M in funding across all project categories and types. An additional 19 projects requesting approximately \$15.5 million were submitted through the State Active Transportation Program, and these were considered through the SCP as well.

Evaluation Process

The evaluation process was documented in the program guidelines as follows: For AT projects, six (6) evaluation teams - one (1) per county - were established to review, score and rank applications submitted to the SCP. Each team was comprised of staff from the county transportation commissions and SCAG. Projects were ranked against other projects within their respective county, except as noted below. If a county transportation commission submitted a proposal for any of the project types, the application was reviewed and scored by SCAG staff only. Final award recommendations are based on application score and regional funding equity targets. In determining the final project list, SCAG considered both those applications submitted as part of the SCP and those submitted through the State Active Transportation Program (ATP) that were not funded at the State level.

For ILU/GRI projects five (5) evaluation teams, one (1) for each project type category, were established to review, score and rank applications submitted to the SCP. Each team was comprised of staff from partner agencies, stakeholder groups, and SCAG. Projects were ranked against other projects within their respective categories. Final award recommendations are based on application score and regional geographic equity.

Award Recommendations

Staff has completed a ranking of proposals, and is recommending forty-one (41) top ranked projects for funding totaling approximately \$9 million dollars. These highest-ranking proposals reflect stated SCP program goals, including but not limited to:

- Providing needed planning resources to local jurisdictions for sustainability planning efforts;
- Developing local plans that support the implementation of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);
- Increasing the region’s competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds;
- Promoting regional implementation of the goals, objectives and strategies of the 2016 RTP/SCS;
- Encouraging integrated concepts and producing plans that strategically identify resources for project implementation; and
- Promoting reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals.

| Funding by Project Category | |
|-----------------------------|--------------------|
| Active Transportation | \$6,894,000 |
| Green Region Initiatives | \$1,300,000 |
| Integrated Land Use | \$950,000 |
| Total | \$9,144,000 |

The funding recommendations align with the geographic equity targets established in the Regional Active Transportation Program guidelines and provide resources to all eligible applications submitted in the Integrated Land-Use and Green Region categories.

The attached SCP tables list the forty-one (41) projects recommended to be funded through the SCP and the total funding amount available within each project category. The majority of the projects will be administered by SCAG through the SCP. The individual project budgets will be determined through the scoping and procurement process; awards will not exceed \$250,000 for individual plans and \$500,000 for programs. As noted in Attachment A, four projects recommended to receive ATP funding will be administered by the applicant; the applicant will pursue funding allocation directly from the California Transportation Commission. All other SCP projects supported by ATP funding will be managed by SCAG. SCAG will receive and administer a single ATP grant included in the Regional ATP to support this work. Attachment B includes the full list of SCP projects to be funded by ATP as they will be reflected in the Regional ATP, which will be considered for adoption by the Transportation Committee and Regional Council in April. Attachment C lists the GRI and ILU projects awarded through the SCP.

Next Steps

Pending RC approval, staff will contact all top-ranking project applicants to discuss details of their award, define scopes of work, and develop RFPs. A project initiation schedule and expectations regarding period of performance will be determined by mid-June 2019, and will be based on project complexity, funding source, and SCAG staff capacity. Where applicable, staff will submit recommended projects to the funding partner, CTC, for approval; pursue allocation and finalize funding agreements.

FISCAL IMPACT:

Staff's work budget for the current fiscal year is included in FY 2018-19 OWP 065.00137.12 and OWP 275-4823.03. Additional funding is also anticipated to be available in FY 2019-20, pending approval of the FY 2019-20 OWP.

ATTACHMENT(S):

1. ATTACHMENT A: SCAG AT SCP project list
2. ATTACHMENT B: SCAG ATP funded project list
3. ATTACHMENT C: GRI-ILU-SCP Projects

SCP Project List

| Applicant | County | Project Title | Project Type | Recommended Funding Source |
|--|----------------|---|--------------------------|-----------------------------------|
| Imperial County Transportation Commission | Imperial | Imperial County Regional Active Transportation Plan | Community-Wide/Area Plan | SB1 |
| City of Calexico | Imperial | Redwood Avenue Promenade | Quick-Build | ATP |
| City of Long Beach | Los Angeles | South Street Complete Street | Quick-Build | ATP |
| City of Azusa | Los Angeles | City of Azusa: Pedestrian Master Plan | Community-Wide/Area Plan | SB1 |
| City of Pasadena DOT | Los Angeles | Pedestrian Master Plan | Community-Wide/Area Plan | SB1 |
| City of El Monte- Quick-Build | Los Angeles | Gateway to Downtown El Monte Complete Streets Demonstration | Quick-Build | ATP |
| Los Angeles County Department of Public Works* | Los Angeles | East LA Active Transportation Education and Encouragement Program | Non-Infrastructure | ATP |
| County of Los Angeles Department of Public Works | Los Angeles | Walnut Park North-South Corridor Study | Regional Corridors | SB1 |
| City of Avalon | Los Angeles | City of Avalon Master Active Transportation Plan | Plan | SB1 |
| City of El Monte | Los Angeles | El Monte Vision Zero Action Plan | Safety Strategic Plan | SB1 |
| City of Palmdale | Los Angeles | Avenue Q from Sierra Highway to 20th Street East Complete Streets Project | Regional Corridors | SB1 |
| City of Glendale Department of Public Works Engineering Division | Los Angeles | Brand Boulevard Complete Streets Demonstration Project | Quick-Build | ATP |
| City of Pasadena Department of Transportation | Los Angeles | Pasadena Allen Avenue Pedestrian Safety Enhancement | Quick-Build | ATP |
| City of Buena Park | Orange | City of Buena Park Comprehensive Active Transportation Plan | Community-Wide/Area Plan | SB1 |
| Orange County Transportation Authority* | Orange | Safe Travels Education Program (STEP) Campaign | Non-Infrastructure | ATP |
| Riverside County Department of Public Health (Injury Prevention Services)* | Riverside | Riverside County SRTS Program, Desert Hot Springs | Non-Infrastructure | ATP |
| City of Cathedral City | Riverside | Cathedral City Active Transportation Plan (ATP) | Community-Wide/Area Plan | SB1 |
| San Bernardino Association of Governments* | San Bernardino | San Bernardino County SRTS Program | Non-Infrastructure | ATP |
| Omnitrans | San Bernardino | Omnitrans Safety Strategic Plan | Safety Strategic Plan | SB1 |
| City of Ojai | Ventura | Ojai Maricopa Highway Transformation Demonstration | Quick-Build | ATP |

*Project was submitted through the ATP and will be administered by the sponsoring agency.

ATP Funded Project List

| Applicant | County | Project Title | Total Project Cost | Funded Amount | Project Type | Recommended Funding Source |
|--|----------------|---|--------------------|---------------|--------------------|----------------------------|
| Los Angeles County Department of Public Works* | Los Angeles | East LA Active Transportation Education and Encouragement Program | \$747 | \$500 | Non-Infrastructure | ATP |
| Orange County Transportation Authority* | Orange | Safe Travels Education Program (STEP) Campaign | \$500 | \$500 | Non-Infrastructure | ATP |
| Riverside County Department of Public Health (Injury Prevention Services)* | Riverside | Riverside County SRTS Program, Desert Hot Springs | \$610 | \$500 | Non-Infrastructure | ATP |
| San Bernardino Association of Governments* | San Bernardino | San Bernardino County SRTS Program | \$1,053 | \$500 | Non-Infrastructure | ATP |
| Southern California Association of Governments (SCAG)** | Various | SCAG 2019 Local Demonstration Initiative | \$2,599 | \$2,599 | Non-Infrastructure | ATP |

*Project was submitted through the ATP and will be administered by the sponsoring agency.

** Project includes six SCAG quick-build projects. Total cost includes SCAG 5% administrative fee and Go Human campaign support.

Attachment: ATTACHMENT B: SCAG ATP funded project list (SCAG Sustainable Communities Program)

SCP Project List

| Project | Jurisdiction | County |
|--|------------------------|----------------|
| EV Readiness Plans | | |
| <i>Fast Charging Network Strategies</i> | | |
| | Anaheim | Orange |
| | Culver City | Los Angeles |
| | Long Beach | Los Angeles |
| | Los Angeles | Los Angeles |
| | | |
| <i>Initial PEV Readiness Planning</i> | | |
| | Artesia | Los Angeles |
| | Baldwin Park | Los Angeles |
| | Pico Rivera | Los Angeles |
| | Redlands | San Bernardino |
| | | |
| <i>San Gabriel Valley Region Cities</i> | | |
| | San Dimas (& 7 Cities) | Los Angeles |
| | Glendora | Los Angeles |
| | Rosemead | Los Angeles |
| | | |
| Livable Corridor Plans | | |
| | Fullerton | Orange |
| | Yucaipa | San Bernardino |
| | | |
| Parking Management Plans | | |
| | Beaumont | Riverside |
| | San Fernando | Los Angeles |
| | | |
| SB743 Implementation Studies | | |
| | SBCTA | San Bernardino |
| | Los Angeles | Los Angeles |
| | Temecula | Riverside |
| | | |
| Urban Heat Island Reduction Studies | | |
| | Long Beach | Los Angeles |
| | Pasadena (x2) | Los Angeles |



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Sarah Dominguez, Associate Regional Planner, Sustainability, (213) 236-1918, dominguezs@scag.ca.gov
Subject: Sustainable Communities Strategy Framework Update

INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only- No Action Required

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. An SCS Framework outlining development of this document was approved by the Regional Council in October 2018. This item is an update on the progress of SCS development and next steps.

BACKGROUND:

Sustainable Communities Strategy (SCS) development includes a number of steps outlined in the SCS Framework¹ including processing local input data, developing key strategy areas, creating alternative scenarios, modeling, and stakeholder outreach. This process will help SCAG articulate a future vision for the region. Turning this vision into a reality will depend on the actions taken by many local partners to be supported by SCAG through the strategies and policies articulated in the SCS.

To date, SCAG has completed the following tasks:

- Draft goals and guiding policies (for Connect SoCal)²
- Initial stakeholder outreach through working groups and select one-on-one interviews
- Scenario development principles (land use only)

¹ http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc100418_fullagn.pdf (Packet pg. 33)

² <http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc090618fullagn.pdf> (Packet pg.345)

The following key tasks will be completed in the next several months:

- Land use and transportation strategy integrated policy development
- Complete scenario development and initial modeling
- Additional stakeholder outreach

SCAG's SCS will continue to rely upon local land use agencies for application of land use policies and growth decisions and will depend on local transportation agencies to implement their planned projects. Ultimately, the opportunity for the SCS is to define areas where the region can collectively partner to achieve shared goals and advocate for critical resources. The SCS can also articulate policy and priority areas to shape SCAG's future implementation programs.

SUMMARY OF PROGRESS TO DATE

Initial Stakeholder Outreach

In May 2018, SCAG launched the Sustainable Communities Working Group as a forum to discuss sustainability policies and strategies with local stakeholders. This group consists of staff from member jurisdictions, transit agencies, planning consultants, and non-profit advocacy groups and has met four times since May 2018. Feedback from this group was used to inform initial scenario development principles and is the foundation for refining land use strategies and policies for inclusion in the plan. Some takeaways from this group include: identification of common barriers to sustainable development such as funding and 'NIMBYism'; the need for more focus on job-housing fit solutions; the need for coordination and support on emerging transportation technologies; support for sustainable development solutions for existing suburban communities; and the challenge of providing sufficient affordable housing.

As part of developing the scenario land use methodology, SCAG outreach consultants also contacted a select group of planning directors throughout the region and Council of Government (COG) directors to solicit feedback and reflection on broad scenario concepts and SCS development. This feedback highlighted the broad diversity of challenges and potential effective solutions that vary across the region based on a place's existing conditions and also provided useful direction to SCAG staff in refining scenario development methodology.

Scenario Development Principles (Land Use)

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet Connect SoCal's goals. Three scenarios will be prepared in addition to the Trend, and Local Input "Base Case" scenarios as outlined in the Sustainable Communities Strategy Framework and Development Process. The criteria and methodology developed for scenarios based on available and verifiable data sources. The designs, priority growth areas, and constraints were based on stakeholder feedback and may be modified or changed for the final recommended preferred scenario based on additional feedback and review of scenario performance. The transportation strategies and investments that will be paired with each scenario are based on project lists submitted from County Transportation Commissions. This pairing will be completed by May 2019.

Key Scenario Development Rules

1. All entitled land use projects are included
2. Local land use plans are referred to for use designation and capacity.
3. Jurisdictional growth control totals are maintained, except in one less constrained scenario in which the growth can vary up to 5-10% to allow for increased growth in targeted growth priority areas.

Growth Constraints (i.e. where growth is not applied)

- Military land
- Existing open space (i.e. parks within jurisdictions, land designated as “Open Space”)
- Conserved land
- Areas projected to have 2 ft. sea level rise by 2100
- Unincorporated Counties: Agriculture
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Farmland of Local Importance
- No housing in 500 ft. buffer of high capacity roadways³, except where the growth overlaps a defined Transit Priority Area

Moreover, growth will be avoided in the following areas, except when it conflicts with accommodating a jurisdiction’s forecasted growth total.

- Wildland Urban Interface
- Agriculture - Grazing Land
- Incorporated Cities: Agriculture
 - Prime farmland
 - Farmland of statewide importance
 - Unique farmland
 - Farmland of local importance
- Moderate flood hazard areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood
- CalFire Very High Severity fire risk (state and local)
- Natural lands and habitat corridors (Connectivity, Habitat Quality, Habitat Type layers)

Growth Priority Areas

Transit Priority Areas (TPAs): An area within one-half mile of a major transit stop that is existing or planned (existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods). (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

High Quality Transit Areas (HQTAs): Areas within one-half mile of a high-quality transit corridor which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Based on CA Public Resources Code Section 21155(b))

³ High capacity roadways= 100,000 average daily traffic

Livable Corridors: This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program).

Neighborhood Mobility Areas (NMAs): Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections which can support the use of Neighborhood Electric Vehicles or active transportation for short trips.

Job Centers: Areas with significantly higher employment density than surrounding areas. Over 60 subareas throughout the region are identified as having peak job density. These are identified at fine, medium, and coarse scales (1/2, 1, and 2 km) to capture locally significant job centers within the region.

UPCOMING TASKS

Land Use and Transportation Strategy and Policy Development

While there are many technical steps left in SCS and scenario development, opportunities remain for elected officials and stakeholders to influence the final shape and policies promoted in the plan. While the scenarios help to illustrate potential futures, the strategies and policies in the plan help to specify how the region can achieve that preferred future. This will be especially important given the pending updated ARB SB 375 Evaluation Guideline's increased emphasis on articulating a path towards implementation.

Scenario Development and Initial Modeling

SCAG is currently refining the land use growth allocation for the scenarios mentioned above. Once these scenarios are paired with transportation strategies it will be possible to run the Scenario Planning Model to determine the comparative performance of each scenario on several indicators including land consumption, energy and water use, household cost, and greenhouse gas emissions (GHG).

Stakeholder Outreach

SCAG has several planned outreach activities to help shape the scenarios and draft strategies and policies that will be presented to the wider public at the May 2019 SB 375 Workshops.

Community Based Organizations: SCAG will be partnering with community based organizations to solicit participation and feedback on the draft scenarios and SCS strategies from traditionally underrepresented stakeholders.

Planning Directors Task Force: SCAG will convene local planning directors to obtain guidance and feedback on SCAG's proposed strategies and policies. This feedback will supplement the

local input data already collected by SCAG to leverage the expertise of these planning directors on appropriate solutions for regional sustainability.

Public Outreach- Intercept and Online Surveys: SCAG will launch a public facing outreach tool, Neighborland, to facilitate robust dialogue on scenario and strategy development. The survey will be available online, distributed to existing contact lists, and used for and in-person intercept survey to ensure a broad array of feedback from the public.

NEXT STEPS:

Staff will be working on the tasks identified above to complete scenario development for analysis and release at the General Assembly in May 2019, followed by SB 375 public workshops held throughout the region. With feedback from the public workshops and the above mentioned stakeholder outreach, SCAG will prepare a final preferred scenario to incorporate into Connect SoCal to be reviewed by the CEHD Committee and thereafter, the Regional Council.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (290.4826.01, SCS Scenario Development and Outreach; and 290.4841.01, RTP/SCS Land Use Policy & Program Development)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Kimberly Clark, Regional Planner Specialist, Research & Analysis, (213) 236-1844, Clark@scag.ca.gov
Subject: Report on SCAG's Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA

INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR 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. 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:

In preparation for adoption of Connect SoCal in April 2020 and the 6th cycle of the Regional Housing Needs Assessment (RHNA), SCAG has been engaging with local jurisdictions, subregions, and other stakeholders to inform the development of the two integrated regional planning efforts. This collaborative process, called the Bottom-Up Local Input and Envisioning Process, has engaged all 197 local jurisdictions and SCAG's 15 subregions to refine and ground truth SCAG's base land use, projected growth, and resource areas data. SCAG has also surveyed jurisdictions on best practices relating to local sustainability, and transit supportive plans and measures. The kickoff for engaging local jurisdictions in data refinement was held on October 31, 2017 with a regional webinar; and a letter outlining this effort was also sent to city managers, community/planning directors, and city clerks for the 197 jurisdictions in the SCAG region. To ensure all jurisdictions were informed of the process and had ample opportunity to ask questions, understand the data elements, and seek technical support, SCAG coordinated with subregions to successfully meet one-on-one with all 197 local jurisdictions. The deadline for jurisdictions to provide input on this information was October 1, 2018, and 90% of SCAG's 197 towns, cities, and counties provided feedback on one or more data elements.

BACKGROUND:

Southern California will be facing new challenges in the development of the 2020 Regional Transportation Plan and Sustainable Communities Strategy (“Connect SoCal”). These challenges include, but are not limited to, transformational technologies in the transportation, system management and efficiency, planning for resiliency, increased greenhouse gas (GHG) reduction targets from the California Air Resources Board (CARB), new Federal Highway Administration planning requirements, FAST Act performance metrics/goals, and a concurrent development of the 6th cycle RHNA. Given these factors, it is important to establish a solid baseline of existing policies and plans to understand how Southern California can accommodate future growth and thrive in the coming decades.

To foster cross-jurisdictional collaboration to that end, SCAG initiated a Bottom-Up Local Input and Envisioning Process in fall 2017, which has been guided by the principles evaluated by the Community, Economic, and Human Development Committee (CEHD) in September 2017 and subsequently adopted by Regional Council in October 2017:

Bottom-Up Local Input and Envisioning Process Guiding Principles

1. SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will also seek input from CTCs on planned transportation infrastructure through the horizon year of the RTP/SCS;
2. SCAG will assess the GHG reduction potential of existing plans and policies in the Southern California region, including the establishment of an RTP/SCS “base case” that takes into account local land use policies, planned growth, sustainability practices, resource areas, transit-supportive plans and policies, and anticipated transportation improvements for the RTP/SCS;
3. SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the “base case” in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan;
4. Feedback on potential GHG reduction strategies will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS;
5. SCAG will also engage with the general public to help inform the draft SCS scenarios, in accordance with SB 375 and SCAG’s Public Participation Plan;
6. The 6th cycle RHNA will be developed in coordination with the RTP/SCS; and
7. Input from local jurisdictions throughout the process will be received by SCAG from each jurisdiction’s city manager, community development/planning director; at their option, jurisdictions may elect to have the governing body approve local input.

Since October 2017, SCAG staff has engaged with subregions within SCAG and met individually with local jurisdictions to solicit input on base land use, population/household/employment growth, resource areas, sustainability best-practices, and local transit-supportive plans and policies to help decision makers understand how the region will perform under current circumstances to reach Southern California's new GHG reduction targets from CARB. In conducting this collaborative process, SCAG has been engaging stakeholders in four general phases (described below), and has provided regular updates to the CEHD on progress and feedback received from local jurisdictions during Phase 2.

Bottom-Up Local Input and Envisioning Process Phases and Schedule

Phase 1: Regular Technical Consultation

(June 2017 – Spring 2020)

To ensure transparency and technical veracity during all phases of this process, SCAG has had ongoing engagements with the Technical Working Group (TWG) and has sought guidance from local jurisdictions, subregions, county transportation commissions, and other stakeholders on data methods and potential resource constraints for local jurisdictions to participate in this process.

Phase 2: One-on-One Outreach and Local Input on Planned Growth

(October 2017 – October 1, 2018)

To ensure that all jurisdictions are fully informed of the planning process and have clear and adequate opportunities to provide input, each jurisdiction was sent a detailed work plan during the first week of December 2017 to explain this process, identify support from subregional organizations and SCAG, outline milestones, and provide instructions on submitting feedback. SCAG staff also made presentations at subregional Boards of Directors' meetings and/or standing subregional City Managers and Community Development/Planning Directors meetings introducing the Bottom-Up Local Input and Envisioning Process in Fall 2017, and then again at the end of the process in Fall 2018 throughout the region.

To increase the ease of review for local staff, several trainings have also been hosted throughout the region, and session content is available as webinars on SCAG's website. These 19 training sessions were attended by 200 staff from 99 jurisdictions. SCAG staff also met individually with all 197 local jurisdictions (and 457 local staff) in the SCAG region to review each dataset, distribute hard copies of local datasets for review (including wall size maps), and answer questions expeditiously. Further, SCAG also offered on-site technical assistance to over 90 agencies requesting additional help and provided services to 46 jurisdictions.

The deadline for submitting input to SCAG was October 1, 2018; prior to this date, SCAG reached out to subregions and jurisdictions to notify these partners that extension requests could be submitted to SCAG and would be evaluated on a case-by-case basis. Through this extensive outreach and collaborative endeavor, 178 jurisdictions (90%) have

been able to provide feedback on one or more data elements requested for local review. Looking at these jurisdictions collectively, an estimated 94% of the region's 19 million residents call these towns, cities, and counties home as of 2016. On the forecast of population/households/employment specifically, which has the most relevance to the RHNA, 160 jurisdictions (81%) have submitted input to SCAG and 89% of the region's total population reside within these jurisdictions (in 2016).

Taking into account SCAG's hands-on assistance to local jurisdictions, 100% of jurisdictions utilizing SCAG's on-site technical assistance resources provided feedback to SCAG on one or more data elements; 94% of those participating in SCAG's regional webinar and class-room style trainings provided feedback to SCAG.

Phase 3: Regional Collaboration on Scenario Development
(Spring 2018 – Spring 2019)

In collaboration with local jurisdictions, elected officials, and a broad range of stakeholder groups, SCAG has been evaluating potential region-wide integrated land use and transportation planning strategies for inclusion in the draft Plan. In May 2018, SCAG kicked off a series of Regional Planning Working Groups, which function as a forum for SCAG staff to engage stakeholders in the development and implementation of plans and policies to advance region's mobility, economy, and sustainability. Multiple sessions are held each month and areas of focus include Active Transportation, Environmental Justice, New Mobility, Natural Lands Conservation, Public Health, Sustainable Communities, and Transportation Safety. To date, there have been nearly 20 meetings of the Regional Planning Working Groups, and involvement in this effort is being solicited from local jurisdictions, county transportation commissions, transit providers, and a wide range of stakeholder groups in accordance with SB 375 (e.g. attainable/workforce housing advocates, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations, among others). Utilizing these collaborative engagements and additional consultant supported outreach, SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices and will be compared to the "base case" to evaluate the merits of certain regional decisions, including the pursuit of a potential Alternative Planning Strategy (APS).

Phase 4: Engagement with the General Public on Potential Options for the RTP/SCS
(Late Winter 2019 – Spring 2019)

In accordance with SB 375, SCAG will solicit feedback from the general public through public workshops on potential GHG reduction strategies to inform the draft Plan. These workshops will equip the public with information and tools necessary to provide a clear understanding of the issues and policy choices at hand in the development of the draft SCS. At least one workshop will be held in each county in the region; for counties with over 500,000 people, a minimum of three workshops will be held.

Concurrent Process: Regional Housing Needs Assessment*(June 2017 – Fall 2021)*

The RHNA will be developed concurrently with Connect SoCal, and information refined through the Bottom-Up Local Input and Envisioning Process will be one factor for consideration in the development of SCAG's regional housing need, as well as the RHNA allocation methodology. For example, when providing input on the forecast of population/household/employment growth, jurisdictions shared that available land capacity and historic trends were the most often cited reasons for their requested adjustments to SCAG's draft figures.

In addition, a pre-survey of local planning factors related to housing capacity and planning were also covered by the bottom-up local review input process, and included as part of the local jurisdiction survey on best practices relating to local sustainability, transportation, land use, and transit supportive plans and measures.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (150-4069.04: Outreach and Technical Collaboration).

ATTACHMENT(S):

1. PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA



Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA

Community, Economic, and Human Development Committee

Kimberly Clark
Regional Planner Specialist
March 7, 2019

www.scag.ca.gov



Bottom-Up Local Input and Envisioning Process

Guiding Principles

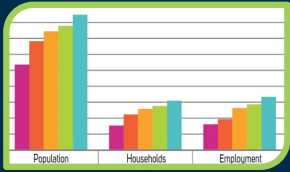


As adopted by SCAG's Regional Council in October 2017:

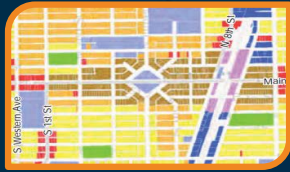
- SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will also seek input from CTCs on planned transportation infrastructure through the horizon year of the RTP/SCS.
- SCAG will assess the GHG reduction potential of existing plans and policies in the Southern California region, including the establishment of an RTP/SCS "base case" that takes into account local land use policies, planned growth, sustainability practices, resource areas, transit-supportive plans and policies, and anticipated transportation improvements for the RTP/SCS.
- SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be examined in relation to the "base case" in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.
- Feedback on potential GHG reduction strategies will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS.
- SCAG will also engage with the general public to help inform the draft SCS scenarios, in accordance with SB 375 and SCAG's updated Public Participation Plan.
- The RHNA will be developed in coordination with the RTP/SCS.
- Input from local jurisdictions throughout the process will be accepted from each jurisdiction's city manager, community development/planning director; at their option, jurisdictions may elect to have the governing body approve local input.



Data Elements for Local Review



Current and Future Population, Households, Employment



Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures



Bottom-Up Local Input and Envisioning Process

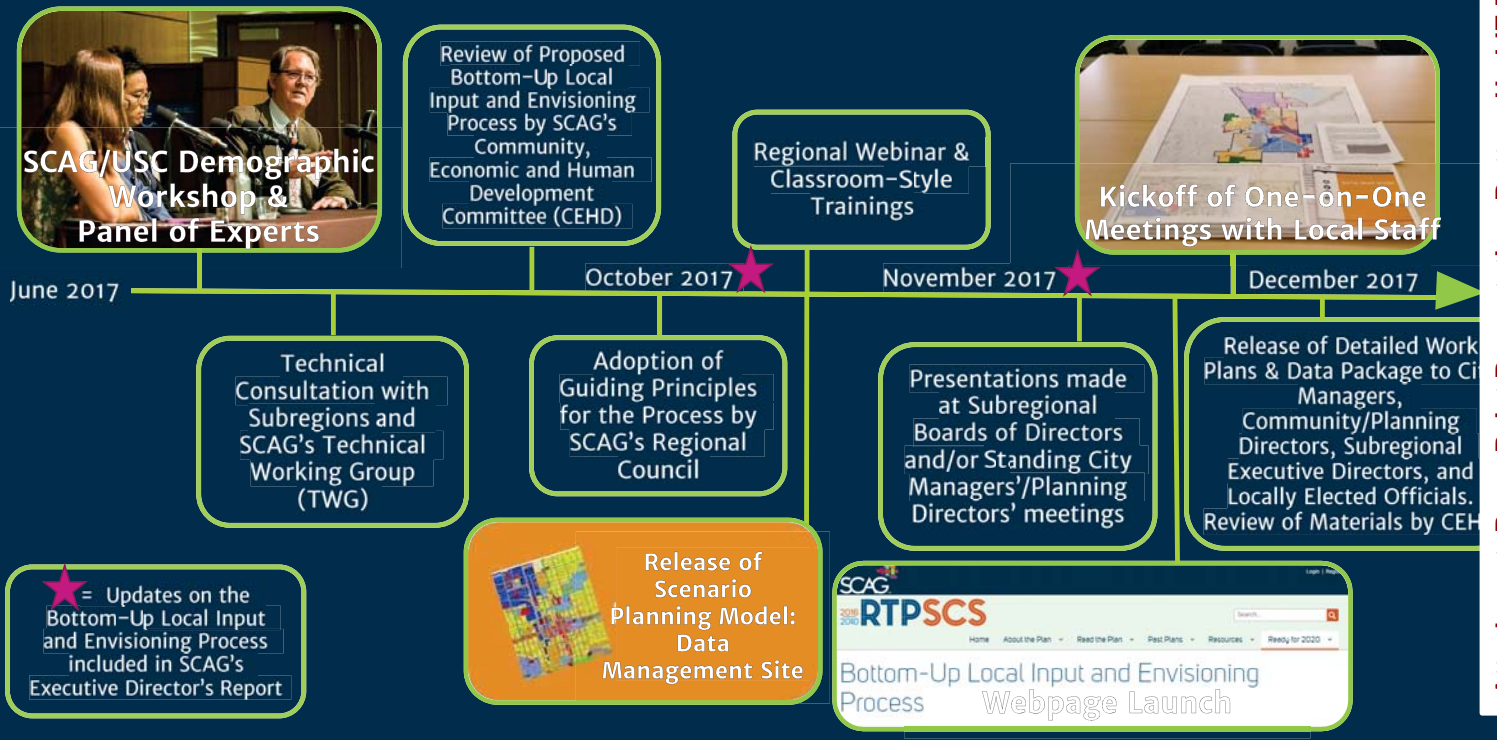
Introduction to the process of gathering local input and envisioning the future. The process involves a series of steps including data collection, analysis, and the development of a vision for the future. The process is designed to be inclusive and transparent, ensuring that all voices are heard and that the final plan reflects the needs and desires of the community.

Draft Data/Map Books

Imperial County
Los Angeles County
Orange County
Riverside County
San Bernardino County
Ventura County

Training
Regional Training
Bottom-Up Local Input & Envisioning Process

Outreach Timeline (June 2017 – December 2017)



Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

Outreach Timeline (January 2018 – 2018)



Outreach Timeline (July 2018 – January 2019)



Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

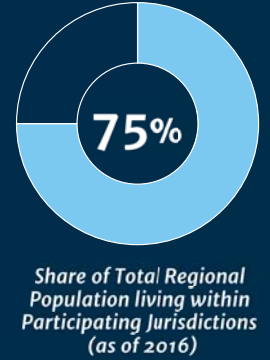
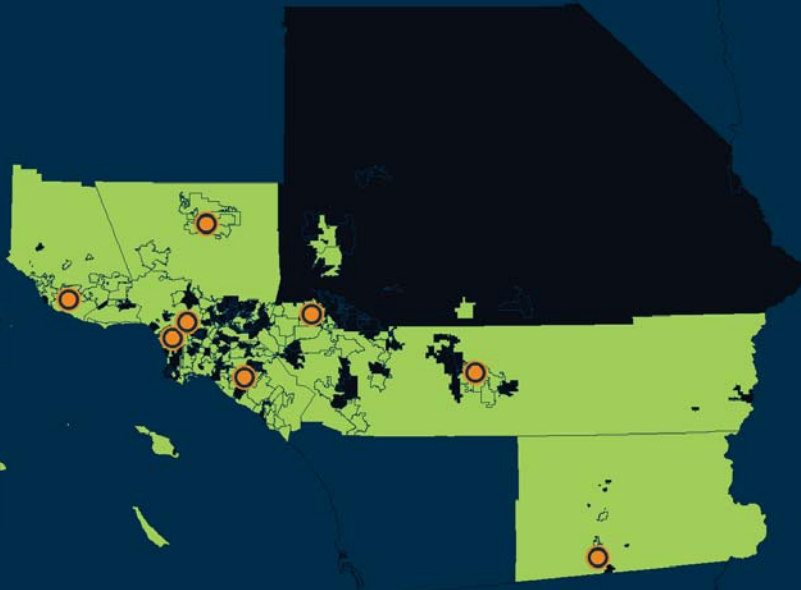
Outreach : Regional Webinars and Classroom-Style Training

19 Trainings

8 Locations

99 Jurisdictions
Participated

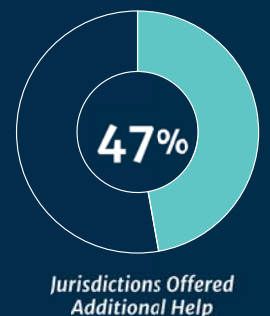
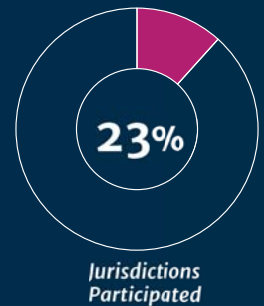
200 Local Staff
Attendees



Outreach : On-Site Technical Assistance

46 Jurisdictions
Participated

93 Jurisdictions
Requested
Additional
Help



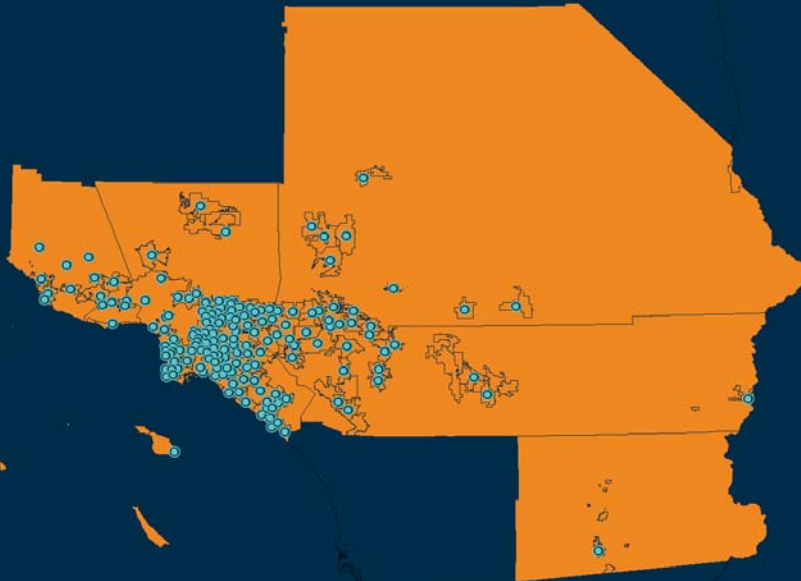
Outreach : One-on-One Meetings

197 Meetings

183 Locations

197 Jurisdictions Participated

457 Local Staff Attendees

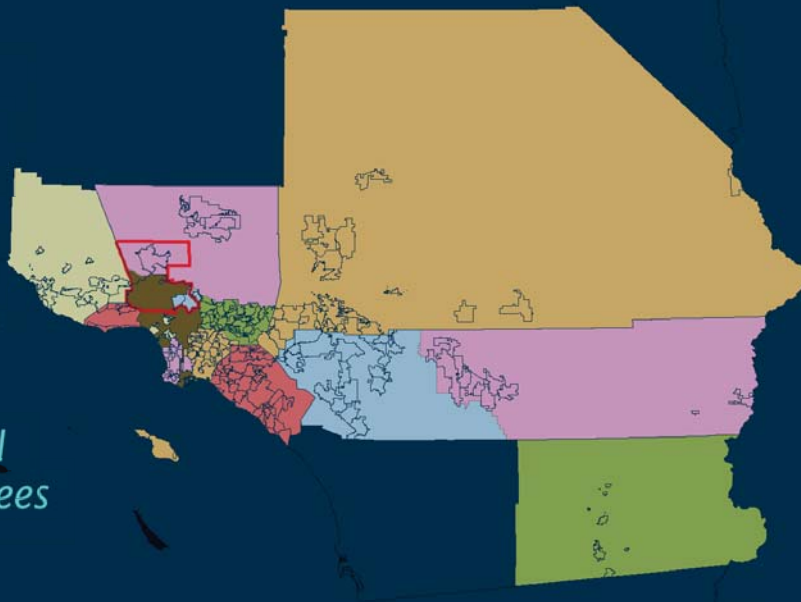


Outreach : Subregional Engagements

25 Subregional Presentations

15 Subregions Visited

250 Local Elected Official and Staff Attendees



Input Received by County : One or More Data Elements



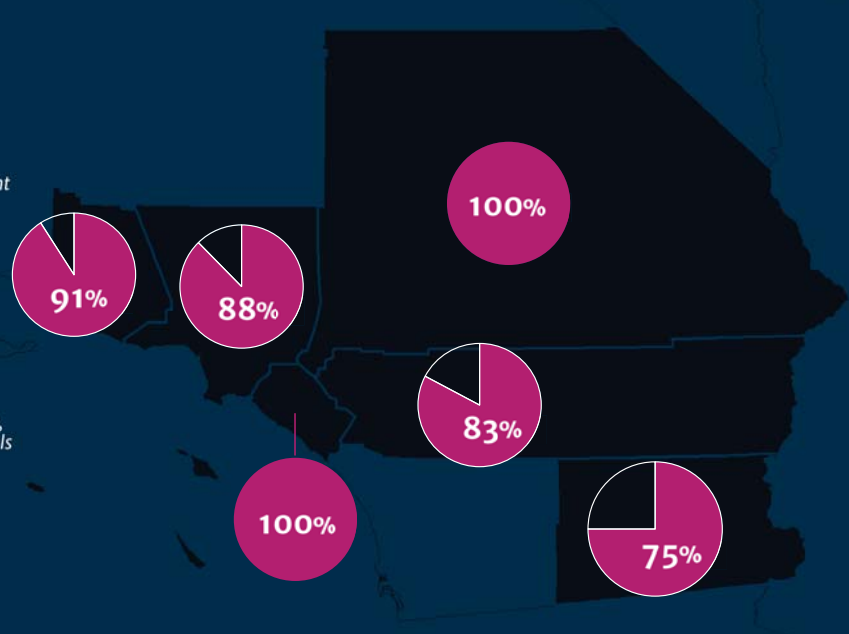
Current and Future Population, Households, Employment



Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures



Input Received by Jurisdiction : One or More Data Elements



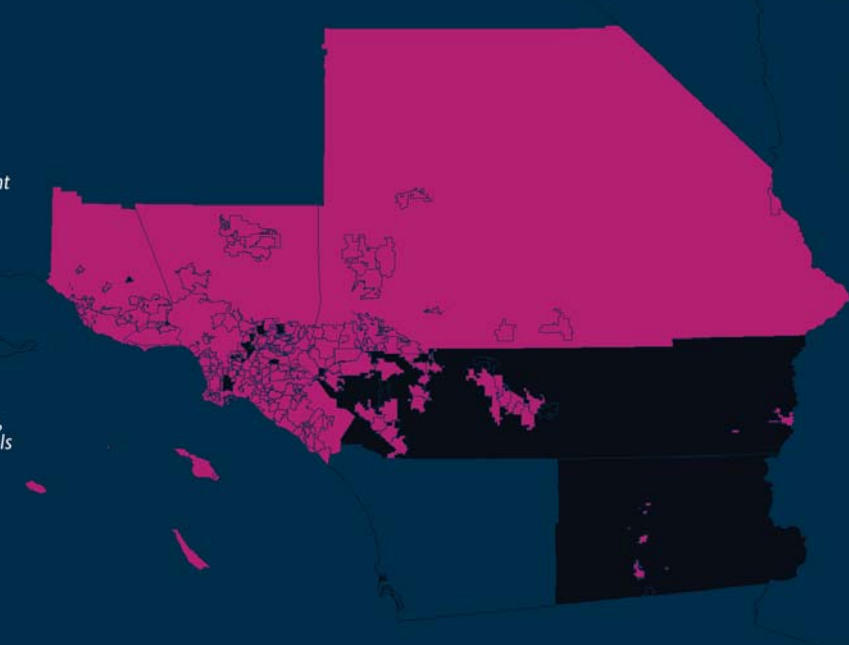
Current and Future Population, Households, Employment



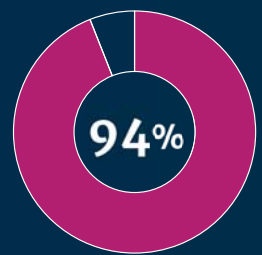
Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures



178 Jurisdictions Participated

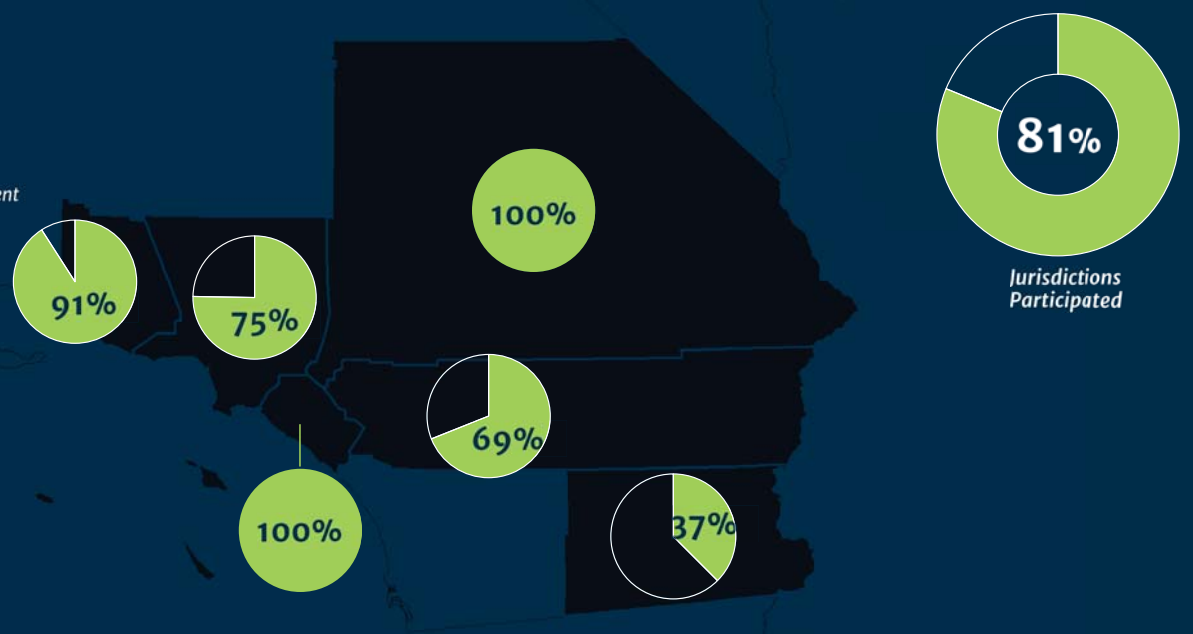


Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

Input Received by County : Socioeconomic Estimates and Projection



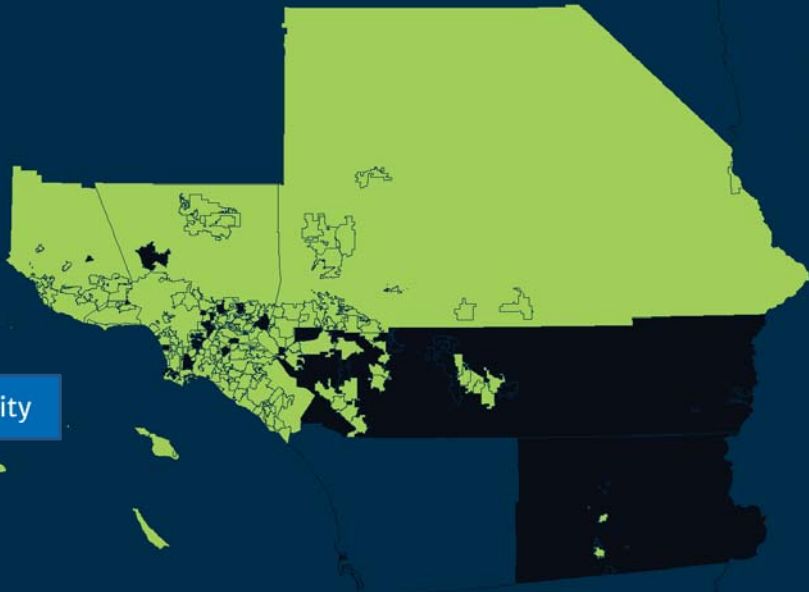
Current and Future Population, Households, Employment



Input Received by Jurisdiction : Socioeconomic Estimates and Projections

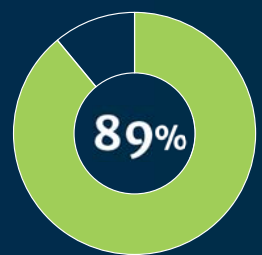


Current and Future Population, Households, Employment



Top Growth Constraints For Local Jurisdictions:

- 1: Available Land Capacity
- 2: Historical Trends
- 3: Market Conditions
- 4: Economic Constraints



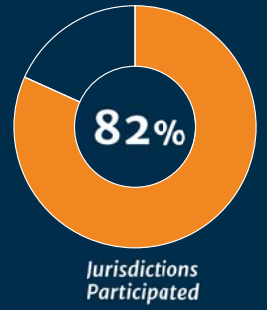
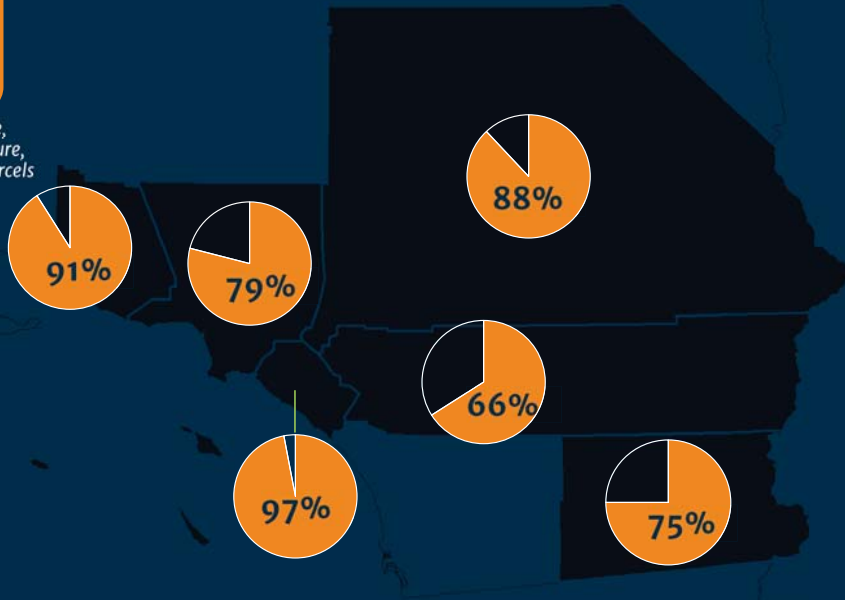
Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

Input Received by County : Geographic Data



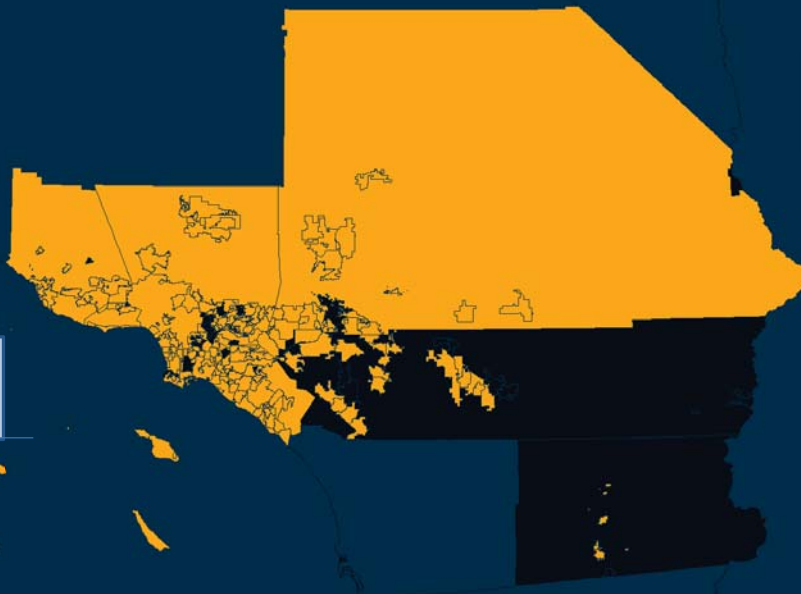
Existing and Planned Land Use,
Local Transportation Infrastructure,
Resource Areas, Potential Infill Parcels



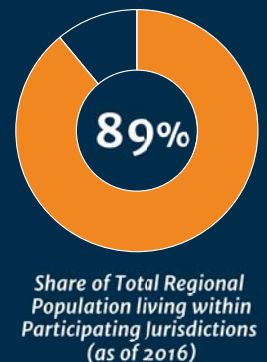
Input Received by Jurisdiction : Geographic Data



Existing and Planned Land Use,
Local Transportation Infrastructure,
Resource Areas, Potential Infill Parcels



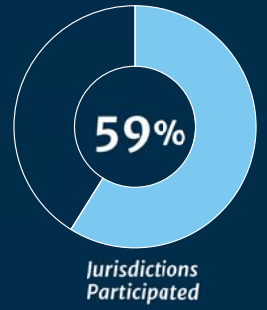
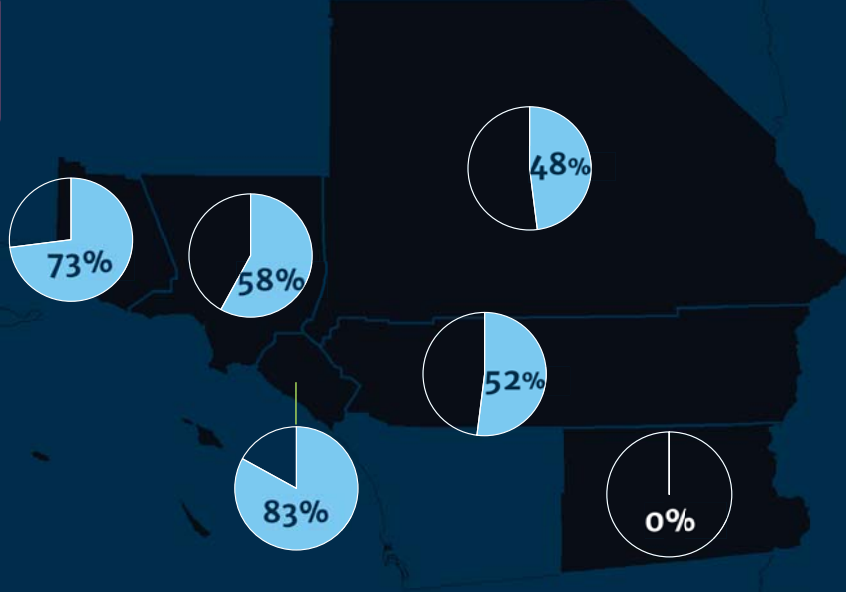
161 Jurisdictions Participated



Input Received by County : Local Input Survey



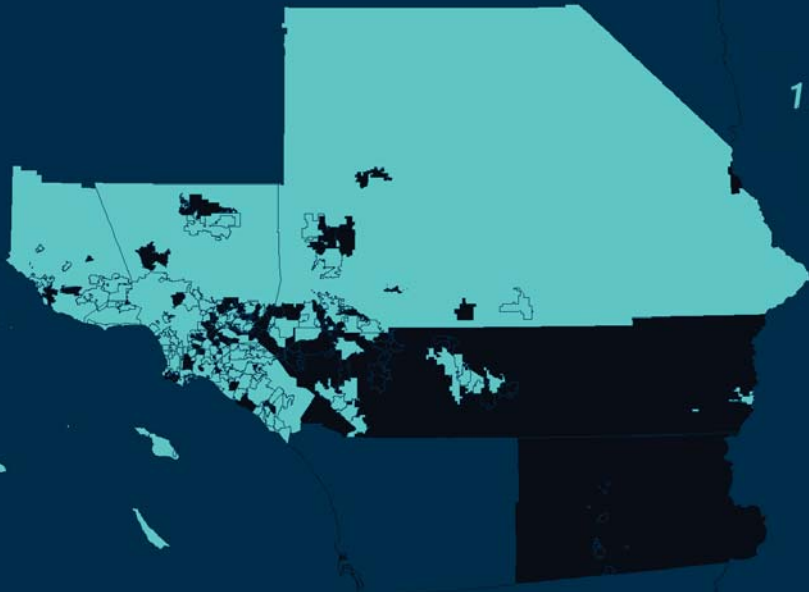
Sustainability Best Practices,
Transit Supportive Measures



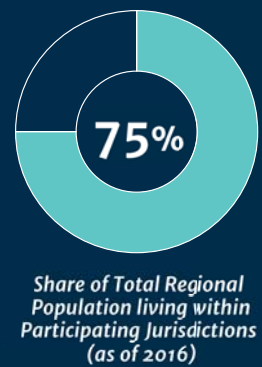
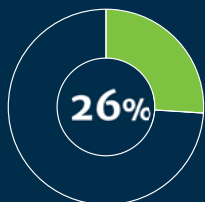
Input Received by Jurisdiction : Local Input Survey



Sustainability Best Practices,
Transit Supportive Measures



116 Jurisdictions Participated



Next Steps



- SCAG is updating “Base Case” datasets for use in the development of Connect SoCal and RHNA
- Additional findings will be presented at subsequent meetings of the CEHD and RHNA Subcommittee
- The “Base Case” will be modeled and utilized as a point of comparison for plan development
- Geographic data elements will be populated to SCAG’s Scenario Planning Model – Data Management Site for use by local jurisdictions in early spring
- SCAG will be utilizing “Base Case” datasets in the development of the Regional Data Platform



Thank You

Kimberly Clark
clark@scag.ca.gov
213-136-1844
www.scag.ca.gov





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Jason Greenspan, Manager of Sustainability, Sustainability,
213-236-1859, greenspan@scag.ca.gov
Subject: Emerging Regional Issues: Where will we Grow?

INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As SCAG actively develops Connect SoCal, presentations from staff and invited experts will occur at joint and individual policy committee meetings through April 2019 to provide context for emerging regional issues. In February 2019, policy committee members focused on the question “Who are we planning for?” through engaging discussions with staff and invited experts. Presentations addressed changing demographics and how the region should plan for and adapt to shifting housing and mobility needs.

As part of today’s Joint Meeting, discussions with policy committee members will be enhanced with a panel consisting of policy experts and practitioners. These discussions will continue immediately after the Joint Meeting has concluded, with panelists presenting information and engaging in policy dialogue at individual Policy Committees. The panel and discussions will focus on the question “Where will we grow?” to balance resource conservation, housing demands, and economic expansion while adapting to a rapidly changing climate. These regional challenges necessitate thinking beyond jurisdictional boundaries. In April, the final part of the series will address the question “How will we connect?” These joint and individual policy committee meeting discussions will serve as precursors to May and June 2019 public workshops that will help stakeholders visualize opportunities and trade-offs associated with various potential regional futures.

BACKGROUND:

Over the past 15 months SCAG staff collaborated directly with local jurisdictions to collectively forecast the region’s population, household and employment growth through 2045. Based on local input information provided, it is estimated that by 2045 our region’s six counties and 197 local jurisdictions will collectively add 3.6 million people for a total regional population of 22.5 million, and 1.6 million jobs for a total 10 million jobs.

Given these growth projections, balancing housing demands, resource conservation and economic expansion while adapting to a rapidly changing climate are regional challenges that necessitate thinking beyond jurisdictional boundaries. As our region's population and employment continue to increase through 2045 (and beyond), where should 3.6 million new people and 1.6 million new jobs be located to achieve regional goals?

Connect SoCal will not only match planned transportation investments with a regional development pattern to sustain anticipated levels of population and economic growth, it will also strive to reduce greenhouse gas (GHG) emissions by decreasing reliance on single occupancy vehicles and per-capita vehicle miles travelled (VMT). It is a priority for SCAG to support a regional development pattern that provides the opportunity for all households to access goods and services with shorter travel distances; to live closer to their workplaces; to reside in resilient communities; and to breathe cleaner air. Accordingly, a sustainable development pattern can be forecasted for the region integrated with the transportation network that:

- centers on community;
- expands mobility choices, including technology enhanced mobility options;
- maximizes established infrastructure;
- produces diverse housing types closer to jobs;
- delivers a robust economy;
- conserves natural and agricultural lands;
- adapts to a changing climate;
- supports resiliency to natural hazards;
- improves air quality; and
- provides equal opportunity to a safe and healthy environment.

Posing the question “Where will we grow?” is intended to initiate a discussion about the region's issues and policy choices prior to conducting public workshops throughout the region in May and June of 2019. To further this discussion, SCAG has invited a panel consisting of policy experts and practitioners to expand upon how local governments can seize opportunities to grow sustainably with community support.

- **Kate Meis**, Executive Director of the Local Government Commission, will provide insight on how leaders can create healthy, walkable, and resource-efficient communities.
- **Oliver Chi**, Monrovia City Manager, will elaborate on how to link local growth opportunities, mobility options and community needs.
- **Jay Eastman**, City of Riverside Principal Planner, can provide examples about how one of the region's fastest growing cities balances housing needs and transportation challenges.

Feedback from the “Emerging Regional Issues” series should help SCAG staff focus on significant areas and compose Connect SoCal to reflect comments emphasized by SCAG's policy committees. As policy discussions proceed within this broad framework, it is important to reference draft plan

goals adopted by the Regional Council in September 2018. These draft goals, which can serve as essential guides and touchstones as the plan is developed, are as follows:

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - "Where Will We Grow?"



Where Will We Grow?

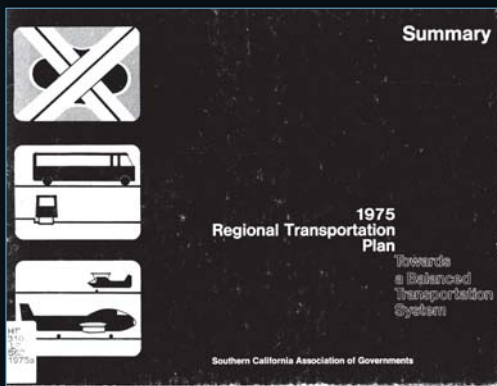
An Integrated Regional Development Pattern & Transportation Network

Kome Ajise
Planning Director
March 7, 2019

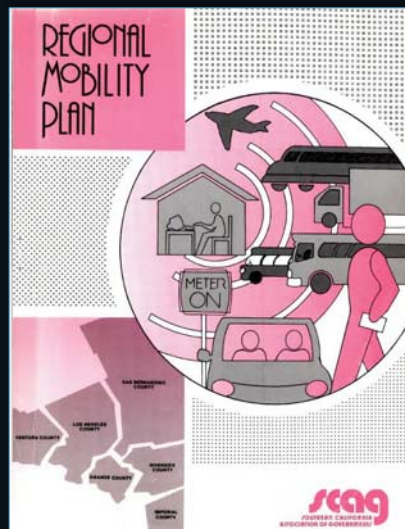
www.scag.ca.gov



SCAG's Regional Planning



1975



1989



2012

Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

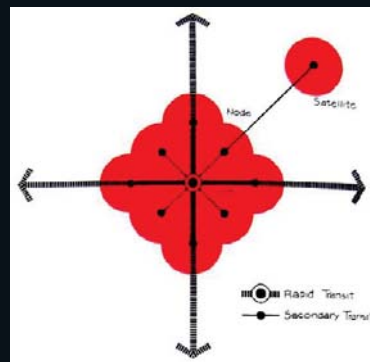
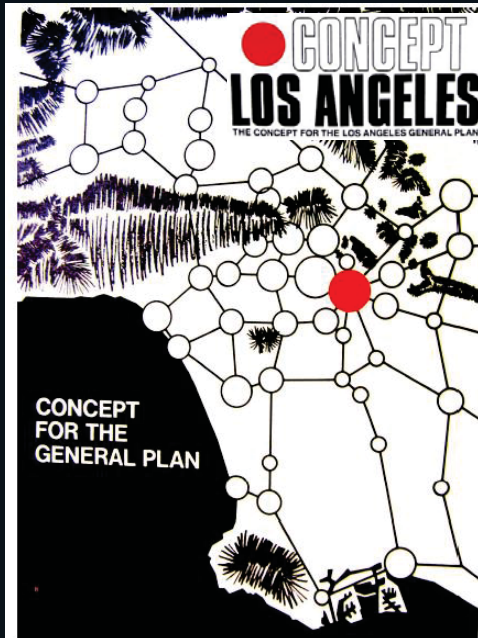
Connect SoCal



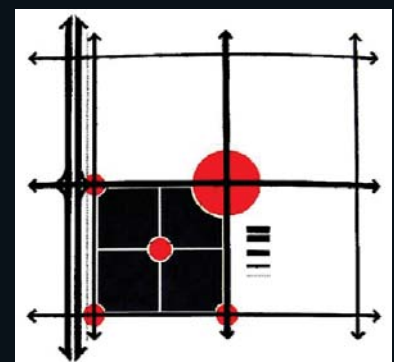
| WHAT IS IT? | WHAT IT IS <u>NOT</u> |
|---------------------------------|------------------------|
| Forecasted Regional Development | Zoning or General Plan |
| Guidance | Mandate |
| Vision Plan | Guarantee |

Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

1970 Centers Concept



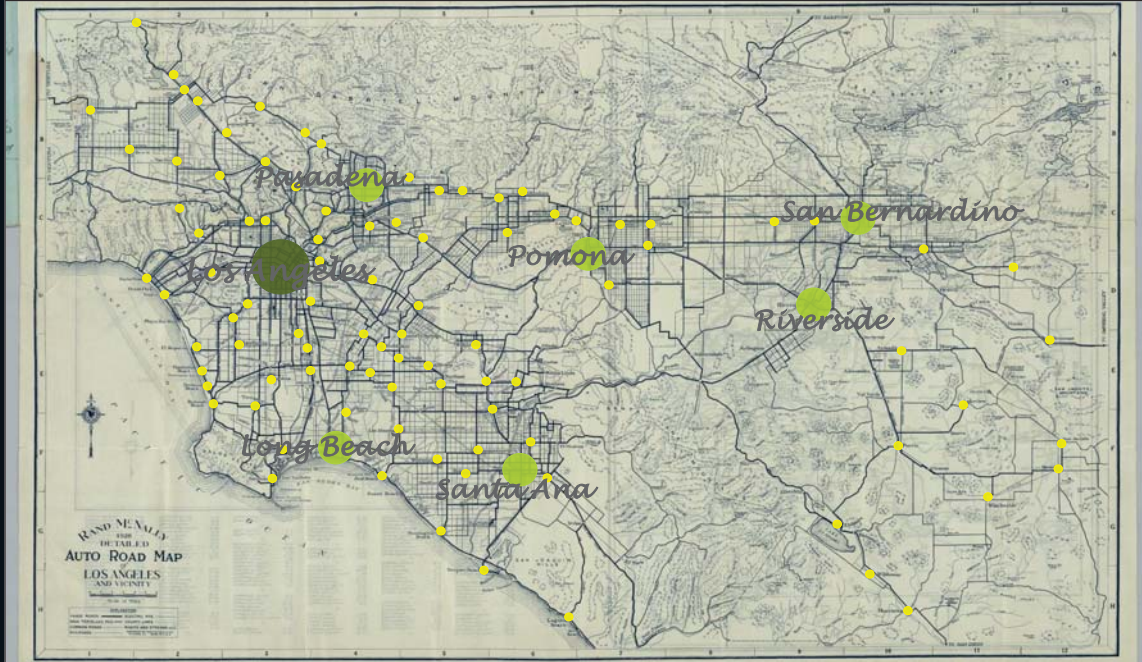
CITY CENTER



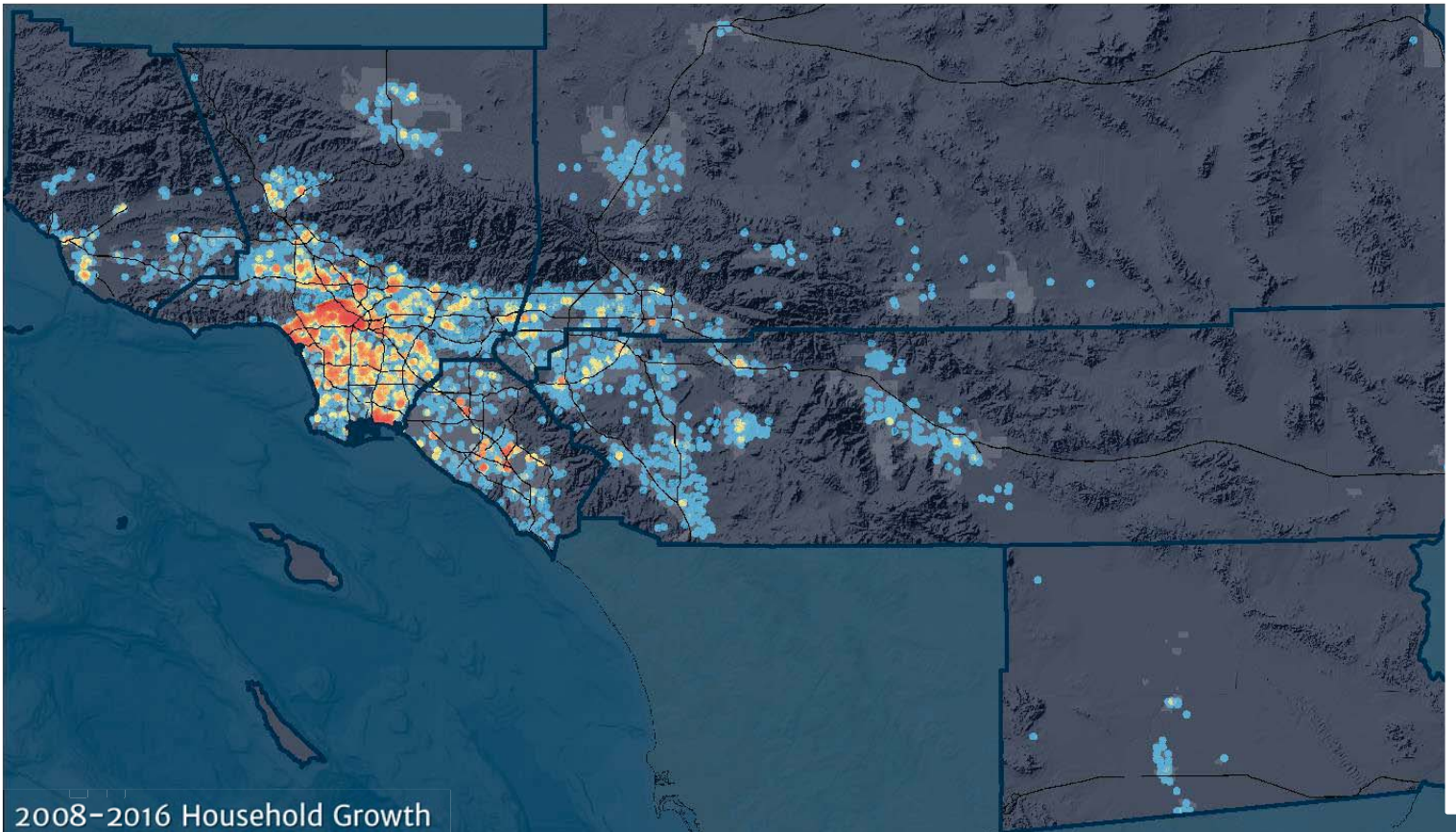
SUBURBAN CENTER

Retrieved from: <http://www.planetizen.com/files/los-angeles-centers-plan.pdf>

1926 Regional Centers & Mobility

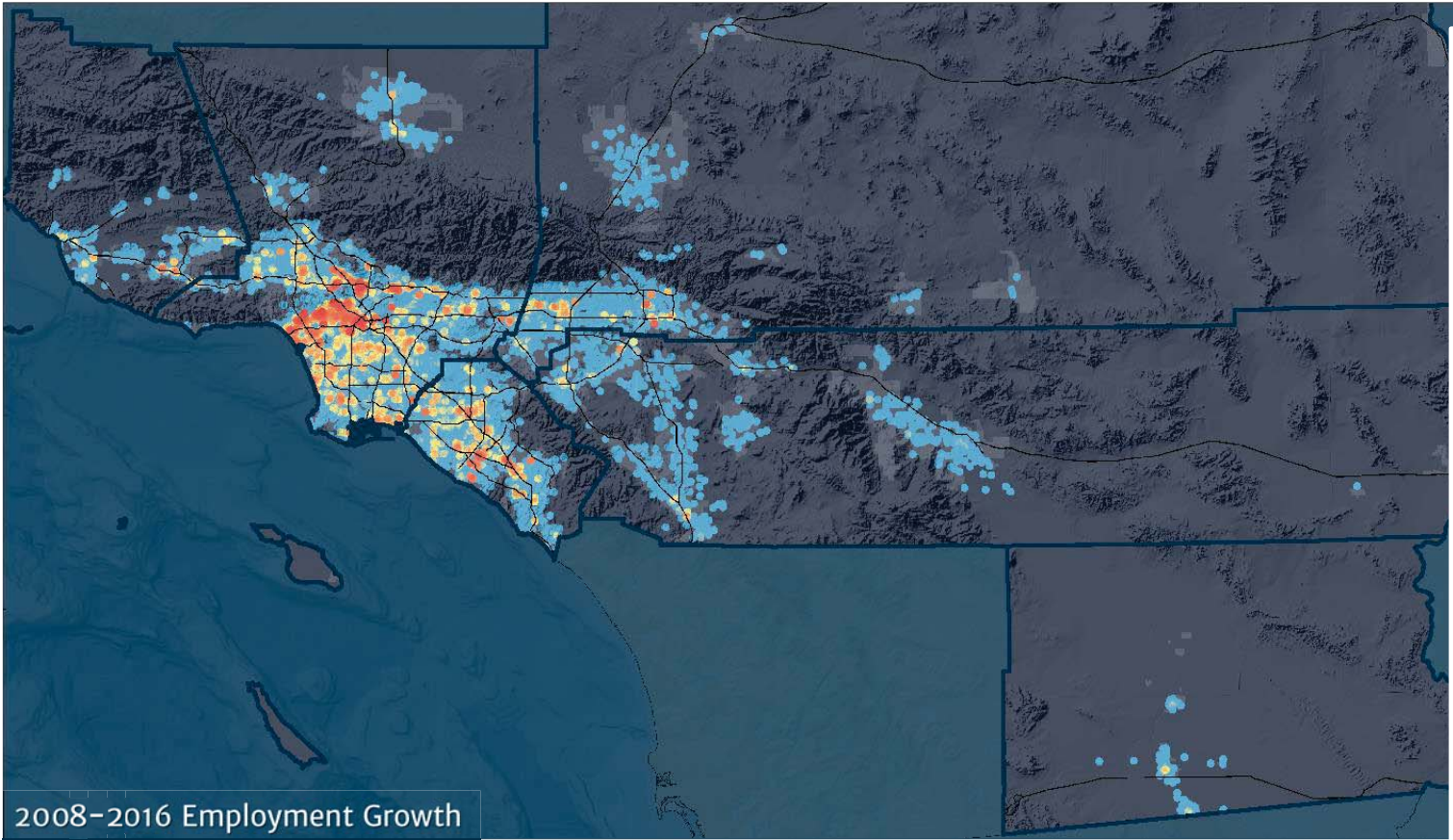


SOURCE: <https://www.davidrumsey.com>

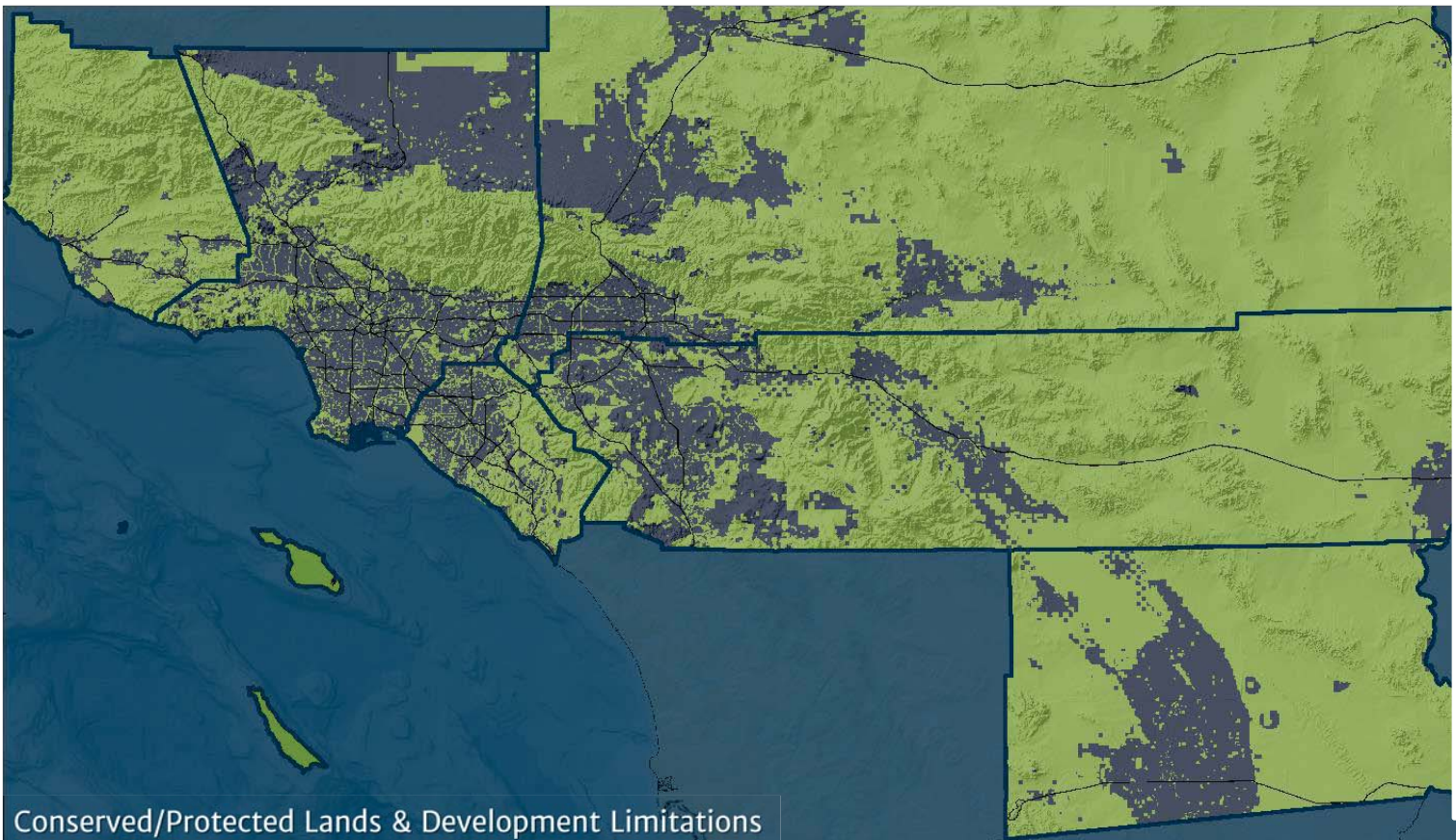


2008-2016 Household Growth

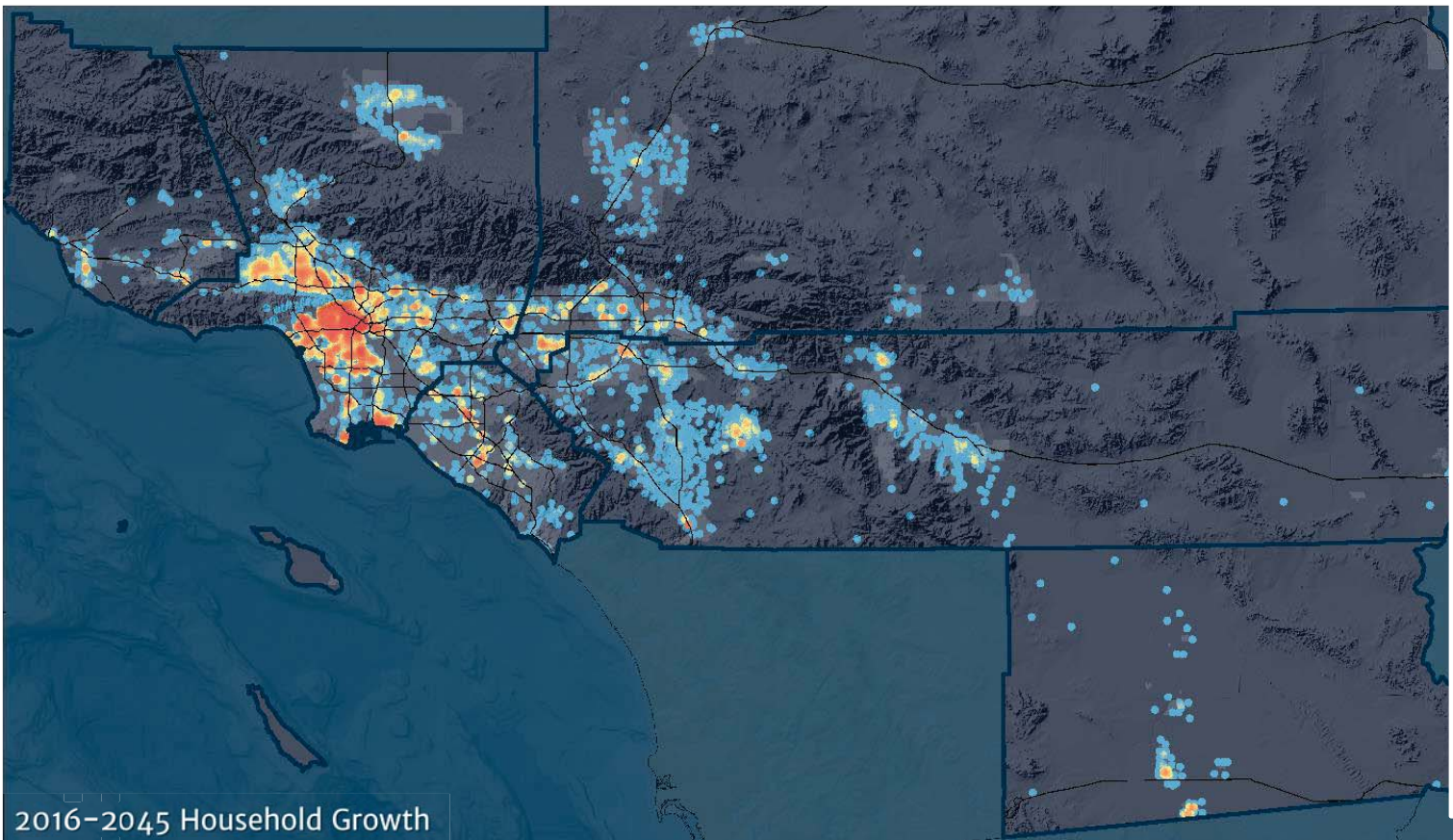
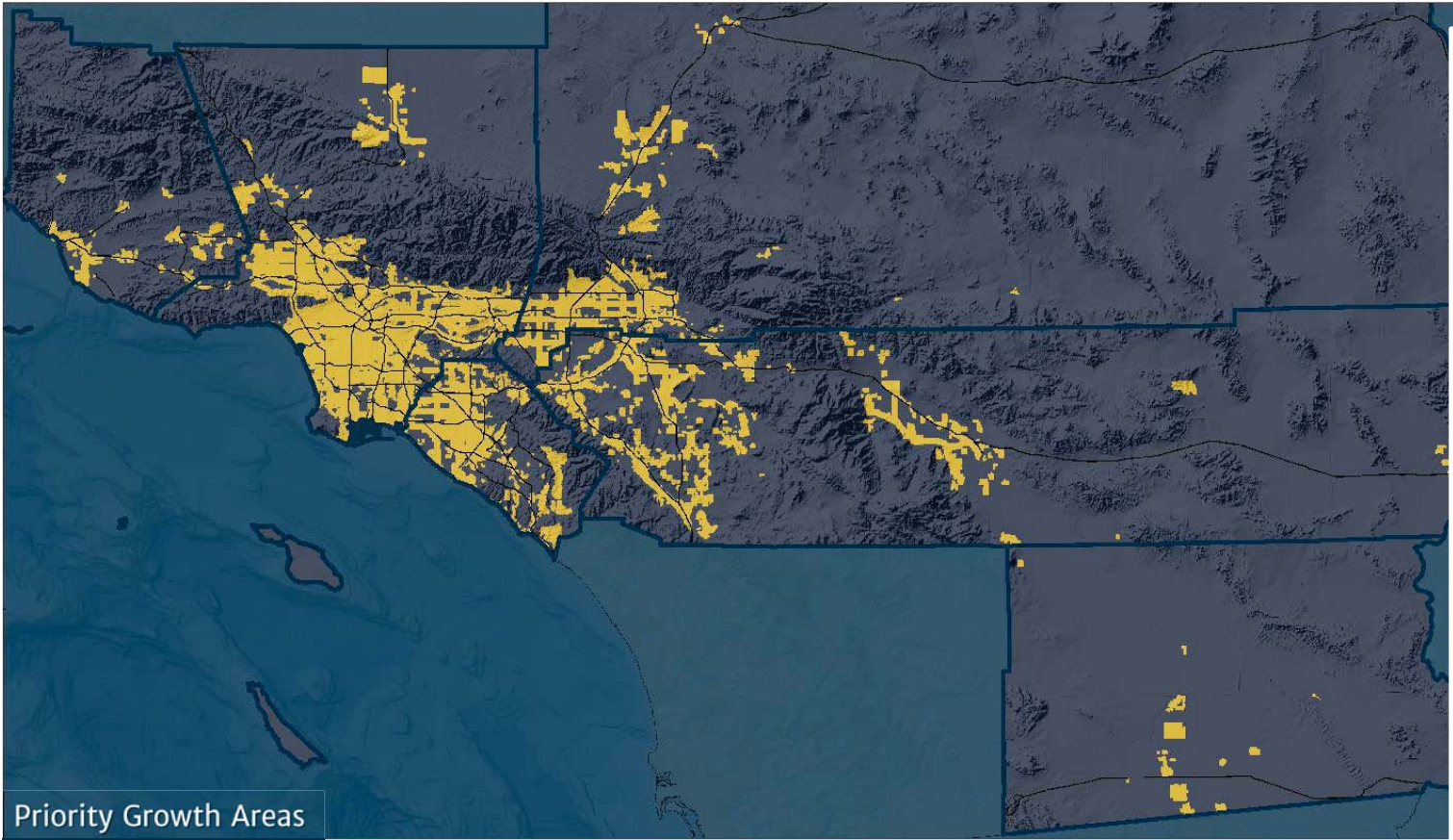
Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

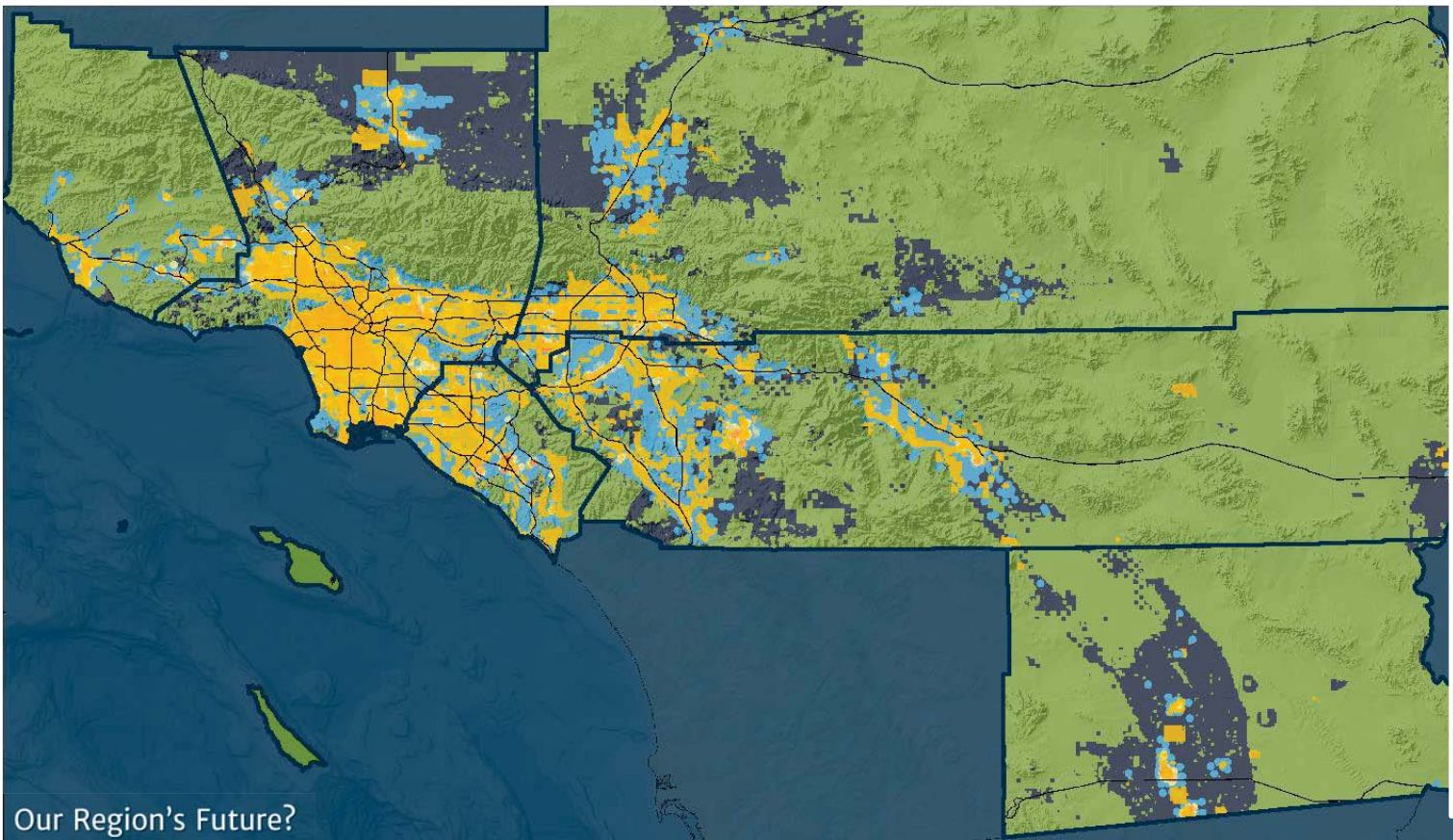
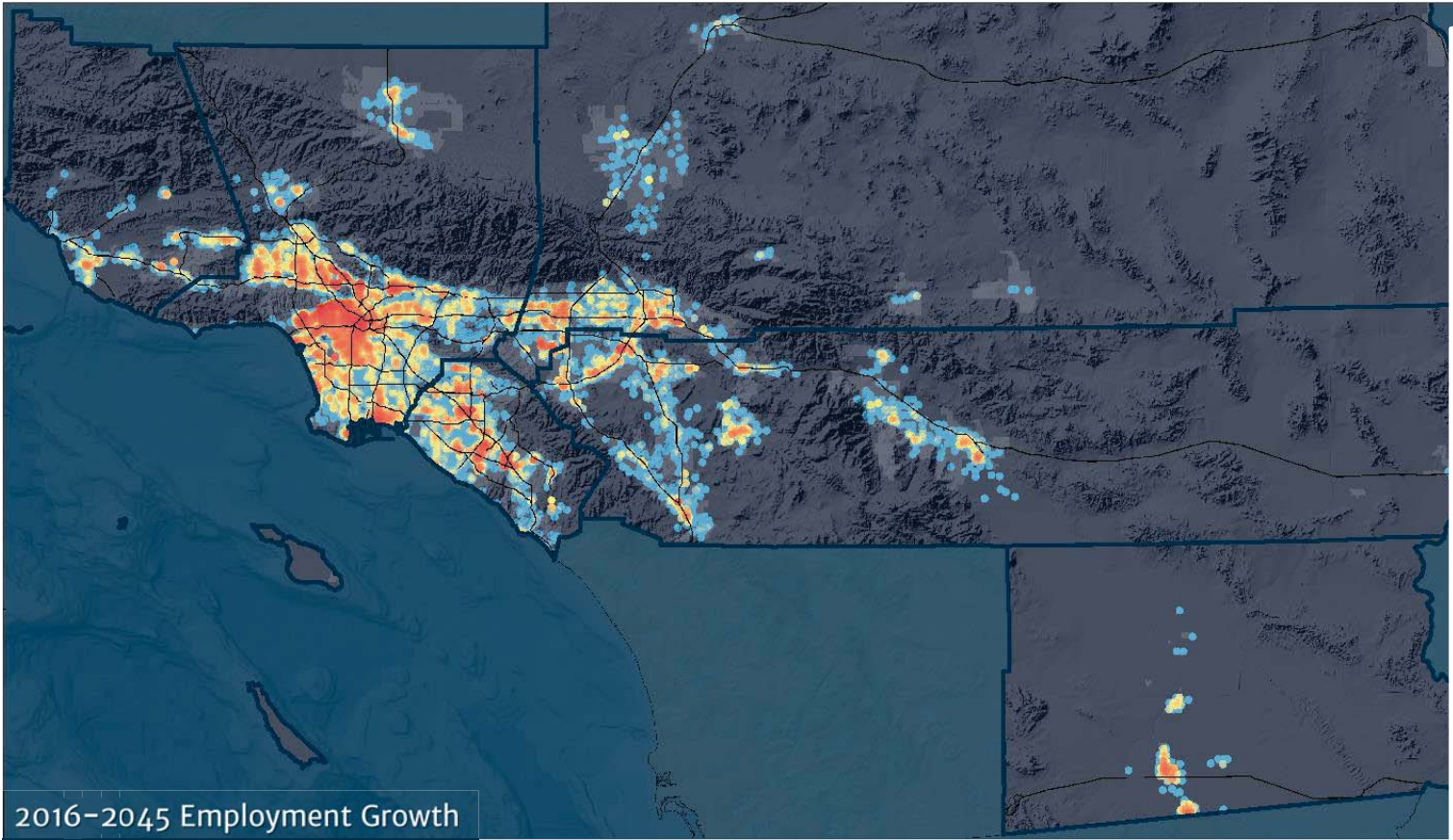


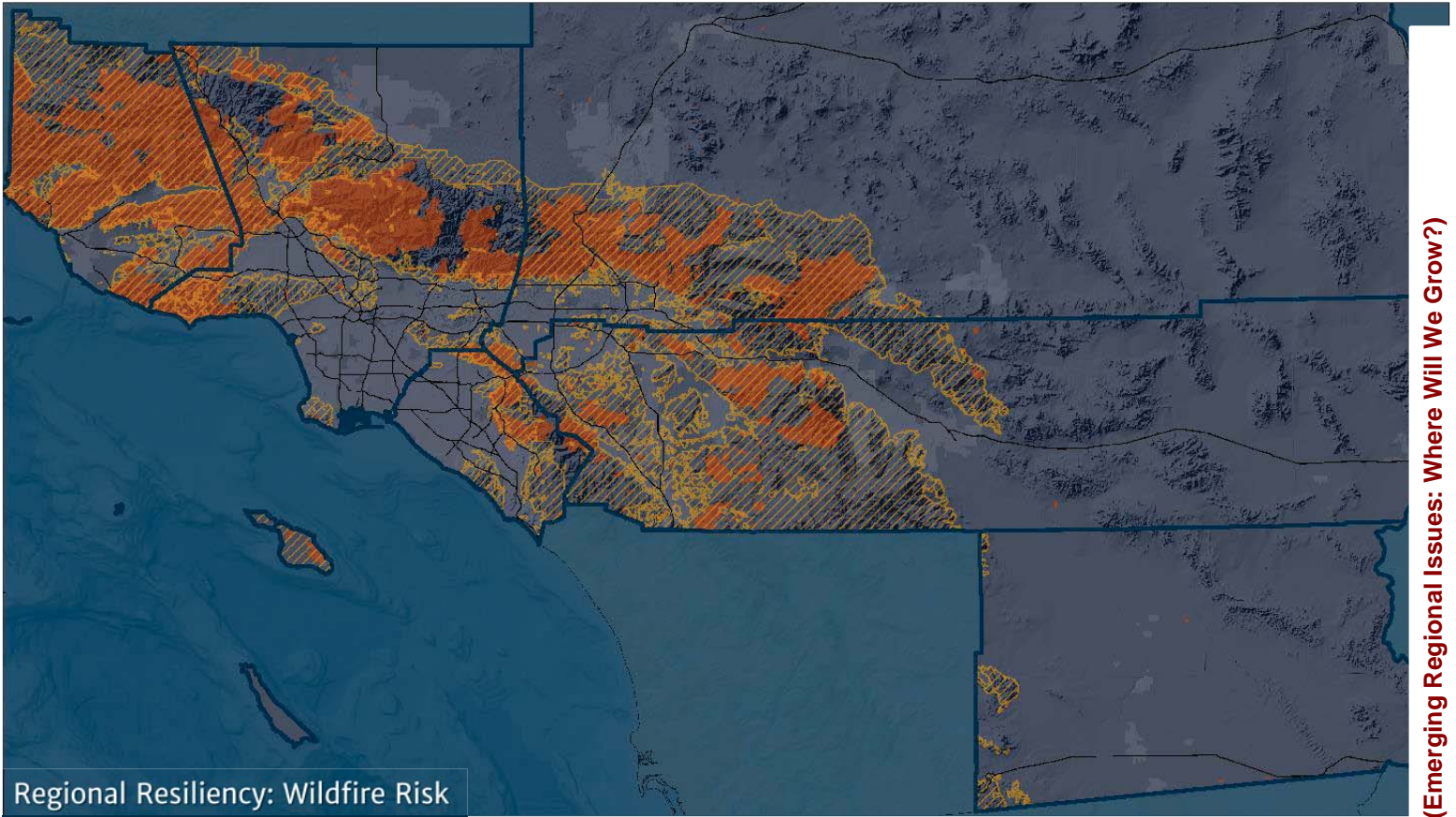
2008-2016 Employment Growth



Conserved/Protected Lands & Development Limitations







SCAG

**WE'RE
PLANNING
FOR 2045**

**CONNECT
SoCal**



“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

-Jane Jacobs

Kome Ajise, Director of Planning

Ajise@scag.ca.gov

www.scag.ca.gov





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Transportation Committee (TC)
From: Hiroshi Ishikawa, Associate Regional Planner, Planning
Division, (213) 236-1838, ishikawa@scag.ca.gov
Subject: Update on the SCAG Regional Aviation Work Program

INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG Aviation staff has been gathering data and conducting analysis in preparation of the Aviation Element of the Draft 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal). Part of this analysis has included evaluating and surveying regional aviation activity data and forecasts. Furthermore, pursuant to California Environmental Quality Act guidelines, SCAG has been working with a consultant and the airports to develop a regional aviation noise impact analysis. Critical to the research and analysis for Connect SoCal is the Aviation Technical Advisory Committee (ATAC), which has been reengaged to ensure technical integrity and buy-in from the airports of the associated work. In addition to working with the regional aviation stakeholders, staff will continue to report to the Transportation Committee (TC), particularly concerning all policy guidance associated with the Regional Aviation Element. Furthermore, at the direction of the TC and Regional Council (RC), SCAG will be engaging a smaller group of policy makers and airport board/commission members, and airport executive directors, who will form an Aviation Task Force (ATF). The purpose of the ATF will be to ensure a robust dialog that will lead to a clear policy direction regarding regional aviation planning matters, which will be reflected in Connect SoCal.

BACKGROUND:

As the designated Metropolitan Planning Organization (MPO) for the 6-County Southern California Region, SCAG must address the airport ground transportation needs at each of the regional airports by analyzing the current condition and the future needs as part of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Update (Connect SoCal)¹. In order to assess the

¹ 23 U.S. Code § 134 – Metropolitan Transportation Planning, (g) MPO Consultation in Plan and TIP Coordination, (3) Relationship with Other Planning Officials, (A) In general-“The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by

ground transportation needs, SCAG must also analyze potential future aviation demands at each of the regional airports, both in terms of passenger as well as air cargo demand. Furthermore, SCAG must also quantify potential environmental impacts of future airport expansions and identify appropriate mitigation measures to accommodate future growth at a programmatic level as part of the California Environmental Quality Act (CEQA) requirement.

The Aviation Element of Connect SoCal has been the key priority for the Aviation Program staff during 2018, and will continue to be throughout 2019. For Connect SoCal, staff's approach has been to utilize a variety of information and data sources to refresh the results and findings of the 2016-2040 RTP/SCS, and to provide new insight into aviation trends that will impact the regional transportation system. The airports have been especially critical in providing data, input, and feedback in the development of Connect SoCal.

A significant part of developing the Aviation Element of the 2020-2045 RTP/SCS (Connect SoCal), has involved reconvening and meeting with the SCAG Aviation Technical Advisory Committee (ATAC). The SCAG ATAC serves a critical role in ensuring the technical integrity of the aviation related work, as well as securing participation in the RTP/SCS development process by the regional airports. The technical expertise and collective wisdom provided by the ATAC, particularly the regional airports and transportation agencies, has been instrumental in the preparation of the Aviation Element for the 2020-2045 RTP/SCS (Connect SoCal).

AVIATION RESEARCH AND ANALYSIS FOR 2020-2045 RTP/SCS:

SCAG region airport activity data: Data sources for 2020-2045 RTP/SCS (Connect SoCal) analyses have included:

- Airport passenger, cargo, and operations data provided by the airports (online and via ATAC)
- Airport passenger surveys (e.g. trip purpose, city of origin, modal choice to airport)
- Economic (e.g. income, gross domestic product), airfare, and demographic forecasts
- Academic and government reports and websites

To date, the SCAG Aviation staff has begun to gather data from airport websites, airport activity reports, government websites, and other publicly available databases and information sources. As a result, SCAG staff have been able to calculate regional passenger activity and trends. In 2017, the SCAG region saw 110.17 million annual passengers (MAP). Moreover, the annual passenger growth rate for the SCAG region from 2000 to 2017 was 1.3% a year. However, overall travel during that period was impacted by 9/11 and the 2006 housing recession, which resulted in depressions in air travel followed by recovery.

transportation in the area (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, **airport operations**, and freight movements) or to coordinate its planning process to the maximum extent practicable, with such planning activities".

Following brief slow periods in 2002 and 2008/2009, the SCAG region has experienced increased air passenger traffic, outpacing most other regions in the country. Passenger air travel in the SCAG region accelerated to an annual rate of 5.12% from 2012 to 2017. Moreover, at 5.12%, the SCAG region is one of the fastest growing for passenger traffic when compared to other metropolitan regions, such as New York/New Jersey and Washington DC. Analyzing historical and current air passenger trends is a critical step to establishing a regional air passenger forecast.

SCAG region air passenger forecasts: Along with historic and current air passenger traffic, research and analysis has been done on regional air passenger forecasts. For instance, the Federal Aviation Administration (FAA) prepares a Terminal Area Forecast (TAF) for all of the federally-recognized airports throughout the United States. The FAA TAF is calculated using a logarithmic regression analysis, with passenger ticket data as the dependent variable, and per capita income (at origin and destination), airfare, and travel distance, as the independent variables.

Similar to the FAA TAF, the 2016-2040 RTP/SCS, prepared by AECOM, utilized logarithmic (i.e. natural log) regression analysis of air travel based on trip origin and destination (O&D) (e.g. Intra-California, Asia, Europe). In particular, the 2016-2040 RTP focused on the factors (i.e. variables) that appeared to be most significant in influencing the demand for air travel. The O&D analysis conducted by AECOM on the 2016-2040 RTP/SCS found that air passenger demand was especially influenced by the economy and the cost of travel. In particular, gross domestic product (GDP) and airfare appeared to be the most reliable factors in predicting air traffic demand. Increased GDP was observed to have a positive effect on travel behavior, while increased airfares were observed to have a negative effect on travel behavior.

Based on the observation that GDP was positively and airfare negatively correlated with air travel, AECOM generated travel demand forecasts by multiplying forecasts for GDP and airfare to their respective regression coefficients. The logarithmic regression coefficients acted as travel demand elasticities (e.g. a 1% increase in GDP is associated with a 0.54% increase in Intra-California air travel). Thus, based on our analysis of past work completed by AECOM, one option for SCAG is to calculate future travel demand forecasts by applying updated forecasts for GDP and airfares to the existing AECOM demand coefficients/elasticities. Furthermore, the 2020-2045 RTP/SCS (Connect SoCal) travel demand analysis can be further adjusted and contextualized by applying other forecasts (e.g. population) and data (e.g. updated airport passenger statistics).

General aviation and air cargo activity and forecasts: In addition to commercial air passenger traffic, SCAG also looks at general aviation and air cargo trends and forecasts as part of its regional planning efforts, including the RTP/SCS. Although SCAG does not have authority over the planning and operations of the region's airports, including general aviation and air cargo flights, the passenger and freight traffic coming to and from the region's airports (commercial, general aviation, reliever) impacts the region's surface transportation system. As the MPO, SCAG is responsible for the surface transportation planning in the region, including general aviation and cargo traffic coming to and from the airports.

Unlike air passenger travel, which saw a fairly steady increase, general aviation declined and air cargo remained relatively flat from 2000 to 2017. General aviation declined at an annual rate of 2.4% from 2000 to 2017. Air cargo remained relatively flat from 2000 to 2017, at an annual growth rate of 0.52%. However, air cargo did experience a boost after the housing recession, growing at an annual rate of 4.6% from 2012 to 2017. Finally, although general aviation is projected to grow at a relatively flat annual rate of 0.22%, air cargo is projected to grow at an annual rate of 1.9%.

SCAG Programmatic Environmental Impact Report: Pursuant to State CEQA Guidelines, SCAG is developing a Programmatic Environmental Impact Report (PEIR) for Connect SoCal (2020 RTP/SCS). As part of the CEQA requirements, SCAG is required to analyze regional aviation noise impacts. The work for the PEIR, including any aviation related noise analysis, is being conducted by a consultant. SCAG is working with the regional airports to provide data to the consultants and to ensure that the PEIR analysis is sound. Recently, data requests for the PEIR were forwarded to each of the commercial airports in the region.

SCAG Aviation Technical Advisory Committee (ATAC): As part of the 2020-2045 RTP/SCS (Connect SoCal), SCAG has reconvened the Aviation Technical Advisory Committee (ATAC). The ATAC is a group of aviation and ground access stakeholders who provide technical and subject matter expertise in the development of the aviation element of the RTP/SCS. Although the initial plan was for the ATAC to meet quarterly, the most recent meetings have been scheduled on an “as needed” basis. The first meeting occurred on October 9, 2018, followed by meetings on December 11, 2018 and then January 29, 2019, with another meeting tentatively scheduled for the beginning of April 2019. Following the upcoming RTP/SCS deadlines, it is anticipated that the ATAC will go to a quarterly or twice a year meeting schedule. In addition to the ATAC meetings, SCAG staff has scheduled meetings with the airports, and will continue to meet with the airports and dialogue with experts throughout the development of Connect SoCal.

NEXT STEPS:

Follow up with airports: The development of the 2020-2045 RTP/SCS (Connect SoCal), including the PEIR, will require follow-up with the SCAG region’s airports, particularly regarding projected airport activity and airport capacity constraints (institutional and physical). Follow-up with the airports will involve emails, teleconferences, and site visits.

Additional input and policy direction via the TC and the aviation task force (ATF): SCAG’s Aviation staff recognizes that the ATAC is somewhat limited to providing input solely from a technical perspective in terms of technical soundness of approach, methodologies, assumptions, surveys, integrity, and consistency of data and its utilization. While the ATAC will have purview over ensuring the technical soundness of policy analysis, developing or providing policy direction for the RTP/SCS is not under the purview of ATAC. Staff will continue to rely on the Transportation Committee (TC) for regional aviation related policy direction as it has done in the past, particularly for Connect SoCal.

In addition to input from the TC, at the direction of the Regional Council (RC) and TC, staff is engaging a smaller group of interested policy makers and appointees currently serving on the airport governing boards and commissions. The purpose of this aviation task force (ATF) is to ensure a robust dialog that will lead to a clear policy direction regarding regional aviation planning matters. The guidance and direction provided by the policy makers will be reflected in Connect SoCal. Currently, outreach is being conducted to the commercial airports in the region, with most of the airport boards/commissions having designated an active member for the ATF. It is anticipated that the first ATF meeting will be held in March or April.

FISCAL IMPACT:

Work associated with this item is included in the FY 2018-2019 Overall Work Program (230-0174.05: 2016 RTP/SCS Regional Aviation Program Implementation and Preparation for the 2020 RTP/SCS)

ATTACHMENT(S):

1. PowerPoint Presentation - Aviation Program

Aviation Program Update

SCAG Transportation Committee

Hiroshi John Ishikawa, Ph.D.
Associate Regional Planner
Thursday, March 7, 2019



Introduction

- SCAG Aviation Program Update (Updating the RTP/SCS)
 - Aviation element of RTP/SCS
 - ATAC meetings
 - RTP/SCS data collection
 - Regional passenger activity data and forecast
 - GA and cargo activity data and forecasts
 - Program Environmental Impact Report
 - Aviation Task Force
 - Next steps/Timeline



Key Components of Aviation Element of SCAG RTP



- Description of Airports (commercial and GA) in the region
- **Regional Demand Forecast**
- Airport ground access improvements
- Economic benefits of our regional airports



Data Collection from SCAG Region Airports and ATAC



- Visited the SCAG region's airports
- Convened the Aviation Technical Advisory Committee (ATAC)
- ATAC met in October and December of 2018, and January 2019
- ATAC will meet again at the beginning of April 2019
- Currently finishing outreach to airport governing boards and commissions for the SCAG policy-oriented Aviation Task Force



RTP/SCS Research and Analysis

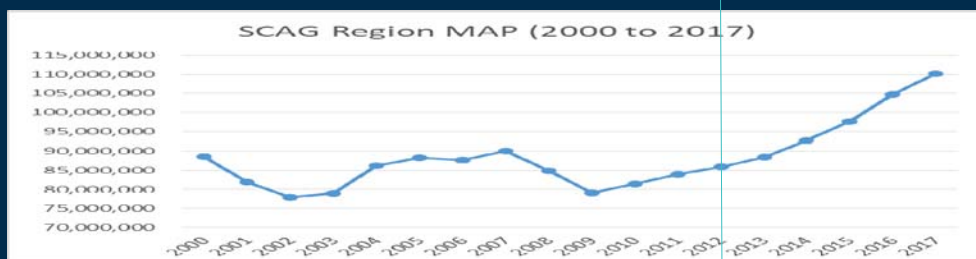


- Obtained data from airports, websites (e.g. government, academic), and reports
- Analyzed and summarized data (e.g. airport activity reports, AECOM forecast, FAA Terminal Area Forecast)
- SCAG region air passenger forecasts conducted by AECOM and the Federal Aviation Administration
- Airport ground transportation projects provided by local governments and transportation agencies.
- Initial data findings reported at ATAC meetings...

Current and Historic Passenger Travel in the Region



- Currently, the SCAG region airports are at 110.17 million annual passengers (passenger demand) total (2017).
- Historically (2000 to 2017), air passenger travel has increased at a compound annual growth rate of 1.3% a year, from 88.5 MAP in 2000 to 110.17 MAP in 2017.
- From 2012 to 2017, the annual rate of growth was even higher at an annual growth of 5.12% per year.



Air Travel in SCAG vs Other Regions



Based on a comparison with other regions, the SCAG Region:

- Is one of the more active for passenger travel at 110.17 MAP (only the NY/NJ region was higher in our comparison).
- From 2012 to 2017, the SCAG region was one of the fastest growing regions at 5.12% annual growth.

| | 2017 Passenger Total (in millions) | Annual Growth Rate (2012 to 2017) |
|----------------------|------------------------------------|-----------------------------------|
| SCAG | 110.17 | 5.12% |
| New York/ New Jersey | 132.69 | 3.94% |
| WMCOG | 73.19 | 2.43% |
| Chicago | 95.93 | 1.95% |
| Bay Area | 81.38 | 5.33% |
| Atlanta | 103.9 | 1.71% |

Comparison of Air Traffic Forecasts/Growth Rates



Based on prior and current work conducted by AECOM and the FAA TAF-M, there are a range of growth rates and forecasts for the SCAG Region. Moreover, these growth rates and forecasts can be compared to national and other regional forecasts.

| Source | Rate (Per Year) | Time Period | Region/Airport | Projected 2045 SCAG Region Passenger Traffic with 2017 passenger activity as base year (in millions) |
|-------------------------|-----------------|-------------------------|----------------|--|
| SCAG (Airports)(Actual) | 1.30% | Per Year (2000 to 2017) | SCAG | 158.02 |
| SCAG (Airports)(Actual) | 5.12% | Per Year (2012 to 2017) | SCAG | 424.75 |
| FAA TAF | 2.21% | Per Year (2017 to 2045) | SCAG | 198.78 |
| FAA TAF | 2.31% | Per Year (2016 to 2045) | LAX | 204.1 |
| AECOM (2016 RTP) | 1.61% | Per Year (2013 to 2040) | SCAG | 172.5 |
| FAA TAF | 1.83% | Per Year (2016 to 2045) | ATL | |
| FAA TAF | 2.11% | Per Year (2016 to 2045) | ORD | |
| FAA TAF | 2.17% | Per Year (2016 to 2045) | JFK | |
| FAA TAF | 2.56% | Per Year (2016 to 2045) | SFO | |
| SFO | 2.70% | Per Year (2018 to 2023) | SFO | |
| Statista | 3.10% | Per Year (2018 to 2037) | North America | |
| AECOM (new forecasts) | 2.61% | Per Year (2017 to 2045) | SCAG | 226.7 |

General Aviation and Air Cargo: Trends and Forecasts

In addition to commercial air passenger traffic, SCAG also looks at general aviation and air cargo trends and forecasts as part of its regional planning.

- As a metropolitan planning organization, SCAG is responsible for surface transportation planning (e.g. highways, roads, transit) in the region.
- SCAG does not have authority over the planning and operations of the airports,
- However, the passenger and freight traffic coming to and going from the region's airports (commercial, general aviation, reliever) impacts the region's surface transportation system.

General Aviation Trends and Forecasts

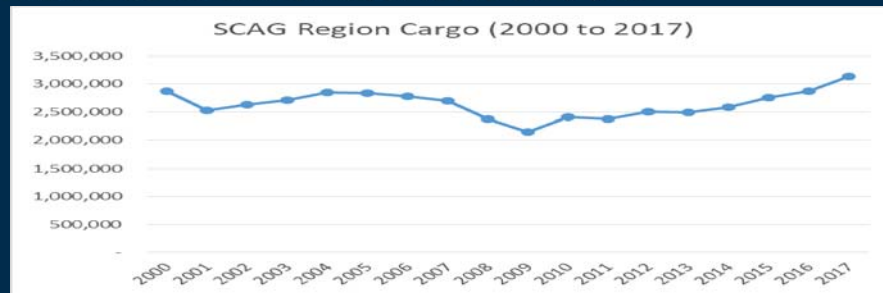
- **General aviation operations declined at an annual rate of -2.42% from 2000 to 2017.**
- Much of the decline (-3.61% per year) in GA operations occurred from 2000 to 2011, but has flattened out since.
- According to the FAA TAF, general aviation operations are projected to grow at a relatively flat annual rate of 0.22% from 2017 to 2045.



Air Cargo Trends and Forecasts



- Although the overall annual growth rate for air cargo (in tons) appeared relatively flat from 2000 to 2017, at compounded annual growth of 0.52%, air cargo activity was also volatile during that time period.
- Cargo activity was impacted by 9/11 and the housing recession.
- However, after dipping down to a low of 2.15 million tons in 2009, from 2012 to 2017, cargo experienced rapid growth at an annual rate of 4.6%.
- According to the FAA Aerospace Forecast (2018 to 2038), air cargo is projected to increase at an annual rate of 1.9%



Programmatic Environmental Impact Report



- Pursuant to State CEQA Guidelines, SCAG is developing a Program Environmental Impact Report (PEIR) for Connect SoCal (2020 RTP/SCS).
- As part of the CEQA requirements, SCAG is required to analyze regional aviation noise impacts under.
- The work for the PEIR, including any aviation related noise analysis, is being conducted by a consultant
- SCAG is working with the regional airports to provide data to the consultants and to ensure that the PEIR analysis is sound.



Aviation Task Force



- As directed by the Regional Council (RC), Staff is in the process of forming Aviation Task Force (ATF)
- Potential members of ATF are RC and policy committee members representing airport boards/commissions as well as representatives appointed by such boards/commissions.
- Staff has been reaching out to the airports (primarily commercial airports) and potential ATF members for confirmation/appointments. Most of the airport commissions/boards are already onboard.
- **The purpose of ATF is to ensure a robust policy dialogue and clear policy direction related to regional aviation matters in the 2020 RTP/SCS.**

Next Steps/Timeline



- Meet with airports and experts to discuss regional forecast and airport capacity constraints
- Ad hoc ATAC meetings
- Report back to TC periodically on RTP and ATAC progress
- Possible ATF meeting in March/April
- Preliminary Draft Aviation Element to TC in September 2019
- Release Draft 2020 RTP/SCS end of Fall 2019

Thank you

Hiroshi John Ishikawa

ishikawa@scag.ca.gov

213-236-1838

