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MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, March 19, 2020
10:00 a.m. – 11:30 a.m.

(Web Meeting Only)

HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact John Asuncion at (213) 236-1936 or via email at asuncion@scag.ca.gov. Agendas & Minutes for the Technical Working Group are also available at: www.scag.ca.gov/committees

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How to Participate

Web Meeting

Join from PC, Mac, Linux, iOS or Android:

<https://zoom.us/j/142774637>

Teleconference

Telephone:

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Meeting ID: 142 774 637



Technical Working Group

March 19, 2020
10:00 a.m. – 11:30 a.m.

Web Meeting

Agenda

Introductions

Discussion Items

- | | | |
|---|-------------------------------|------------|
| 1. Final Growth Forecast Principles for Connect SoCal | Kimberly Clark | 15 minutes |
| 2. Safe Rule Update | Rongsheng Luo | 15 minutes |
| 3. Connect SoCal Plan Performance | Sarah Dominguez
Hsi-Hwa Hu | 15 minutes |

How to Unmute Phone

Press *6 to unmute your phone and speak

To return to mute *6



Technical Working Group

Agenda Item 1

Connect SoCal Growth Forecast Principles (March 2020 Revision):

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #2** - Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by jurisdictions, except in the case of existing entitlements and development agreements;
- **Principle #3** - For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and
- **Principle #5** - SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.



Technical Working Group

Agenda Item 3

Greenhouse Gas Emissions Calculation 2035



Per Capita GHG Emissions from 2005	
Modeled Greenhouse Gas Emissions	
This calculation reflects transportation investments, pricing strategies, transportation demand management strategies and land use strategies.	-14.92%
Induced Demand	0.57%
Baseline Adjustment	
Tele-Medicine and E-Commerce	-0.35%
Off-Model Greenhouse Gas Emissions	
Electric Vehicle Strategies (e.g. charging stations, incentive)	-1.62%
Emerging Technology (e.g. carshare)	-0.80%
Job Center and Commute Strategies (e.g. co-working)	-1.20%
Alternative Mode Strategies (e.g. Safe Routes to School, dedicated transit lanes)	-0.70%
TOTAL GREENHOUSE GAS EMISSIONS	-19.02%

Local Input Test Result

- To test GHG Emissions with Local Input Socioeconomic Data (everything else using Final Plan strategies and inputs)
- 2035 Total VMT – Local Input is 0.8% (or 3.7 million) higher than Final Plan.
 - Per capita GHG Emission is -18.3% from 2005
 - Do not meet SCS Target, -19%

Connect SoCal Greenhouse Gas Emission Reduction Analysis

California Senate Bill 375 (SB 375), codified in 2008 in Government Code §65080 (b)(2)(B), requires that the Regional Transportation Plan include a sustainable communities strategy or “SCS”, which outlines growth strategies for land use and transportation and help reduce the state’s greenhouse gas (GHG) emissions from cars and light duty trucks. Analysis of SCAG’s ability to meet SB 375 targets relies on data outputs from SCAG’s activity based model as well as supplemental off-model analysis. The table below provides a simplified calculation overview of the performance of the plan related to GHG emissions reductions.

Greenhouse Gas Emissions: Per Capita from 2005	
Modeled Greenhouse Gas Emissions	
This calculation reflects transportation investments, pricing strategies, transportation demand management strategies and land use strategies.	-14.92%
Induced Demand	+0.57%
Baseline Adjustment	
Tele-Medicine and E-Commerce	-0.35%
Off-Model Greenhouse Gas Emissions	
Electric Vehicle Strategies (e.g. charging stations, incentives)	-1.62%
Emerging Technology (e.g. carshare)	-0.80%
Job Center and Commute Strategies (e.g. co-working)	-1.20%
Multimodal Strategies (e.g. Safe Routes to School, dedicated transit lanes)	-0.70%
TOTAL GREENHOUSE GAS EMISSIONS	-19.02%